



GOLD 68 *Collection*

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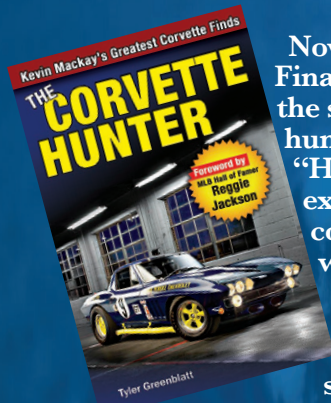


**INDIANAPOLIS MOTOR SPEEDWAY
JUNE 21 - 22 - 23, 2018**

bloomington
GOLD
Corvettes USA

L88 EXPLOSION!
& Gold Collection
Produced By:

THE GREAT CORVETTE HUNTER CAPTURED BY THE BOOK!



Now, receiving rave reviews. Finally there's a book that tells the story of Kevin Mackay's hunts and searches for the "Holy Grail" of Corvettes, like explorers who sought for lost continents, or prospectors who panned for gold.

The book is fun to read and tells of the many stories behind the existence of some of the most important Corvettes ever built, and how

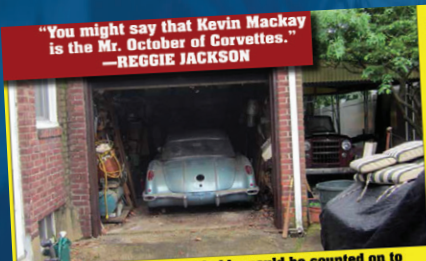
Kevin eventually found, restored with his team and went on to earn the highest honors and accolades by Corvette organizations and enthusiasts.

Kevin will be signing books at the Bloomington Gold event.



When it comes to finding, repairing, and restoring the most important Corvettes ever built, one man stands apart from the rest in terms of the sheer volume and importance of the cars he's been involved with. Kevin Mackay, along with his team of expert restorers at Corvette Repair have won thousands of awards and hundreds of magazine and book features. As interesting as the cars themselves are, the tales of perseverance, grit, and cunning behind them are even more incredible. For the first time ever, Kevin Mackay tells the true stories of how some of the greatest Corvettes of all time were found and brought back to life. After more than 30 years in the Corvette business, his passion for America's Sports Car never waned, earning him the title of The Corvette Hunter.

**"You might say that Kevin Mackay is the Mr. October of Corvettes."
—REGGIE JACKSON**



Few authorities in the hobby could be counted on to provide this much entertainment in a single volume.

It's hard to imagine that a car with the racing pedigree of the Rebel Corvette could be neglected to the point of it being lost. Winning the GT class at the 1972 12 Hours of Sebring wasn't enough to keep this car from becoming just another old wreck out behind the shed. It was many years before Kevin Mackay came to rescue this prominent machine.

Finding, documenting, restoring, and selling rare and valuable Corvettes is one of Mackay's specialties. His business, Corvette Repair Inc., is considered the premier Corvette restoration facility in the country. However, it just wasn't the Rebel L88 Corvette that he found and restored.

Mackay tells story after story of finding and restoring valuable Corvettes such as the 1960 Briggs Cunningham Le Mans racer that took 1st in class. He also tells stories of Steve McQueen's 1966 Corvette, the 1967 Bounty Hunter racer, 1968 Sunray DX #2 and #3, and chassis #003 from 1953. If you like L88 Corvettes, no one has bought and restored more of them than Kevin Mackay and his team at Corvette Repair!

Corvette

REPAIR INC

Call Kevin J. Mackay at 516.568.1959 • CorvetteRepair.com
BRINGING CORVETTE HISTORY BACK TO LIFE

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WELCOME TO L88 EXPLOSION! & Gold Collection 1968

On behalf of the entire Bloomington Gold team, we welcome you to *L88 EXPLOSION!* and the *2018 Gold Collection*: A special 50th Anniversary salute to the 1968 Corvette Stingray.

Bloomington Gold's *L88 EXPLOSION!* celebrates the L88 production cars of 1967, 1968 and 1969, reflecting back to the events of 1988, 1998 and 2008's *L88 INVASION!* This year, *L88 EXPLOSION!* presents the rarest, most collectible Corvettes built, and the largest group ever assembled in one place at one time.

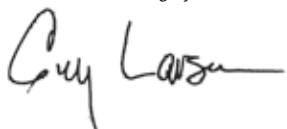
Also this year, Gold Collection showcases a special group of Corvettes to salute the 1968 model year. At each event you'll see some of the highest scoring Bloomington Gold Certified®, SURVIVOR® and Benchmark® cars, along with NCRS Duntov Mark of Excellence winners, low mileage originals and some very significant special production and competition Corvettes.

Thanks to the following people and companies who have made this year's events possible:

- Hagerty Insurance, the Official Sponsor of *Gold Collection 1968*.
- Our *L88 EXPLOSION!* & *Gold Collection* program advertisers.
- The *L88 EXPLOSION!* *Gold Collection* Selection Committee members:
Mark Donnally, Jim Gessner, Jimmy Gregg, Kevin Mackay, Keith Majure, Terry Michaelis, Drew Papsun, Tim Thorpe and Frank Stech Jr.
- Bill Hanyzewski, Lithographic Communications, Munster, IN - Program Production & Printing; Jeremy Stammis, Lithographic Communications - Program Layout & Special Graphic Design; Scott Moore, Premier Print Group, Champaign, IL - Graphic Design & Signage.
- And most importantly, the car owners, for bringing their L88s and 1968 Corvettes to Bloomington Gold in Indianapolis.

Next year's Gold Collection will salute the Corvette "Sharks" – 1968 through 1972. If you own, or know of a special 1968 through 1972 Corvette, please contact Guy or Bill, or a member of the Selection Committee, to nominate the car to be considered for 2019.

Enjoy L88 EXPLOSION! and Gold Collection 1968!



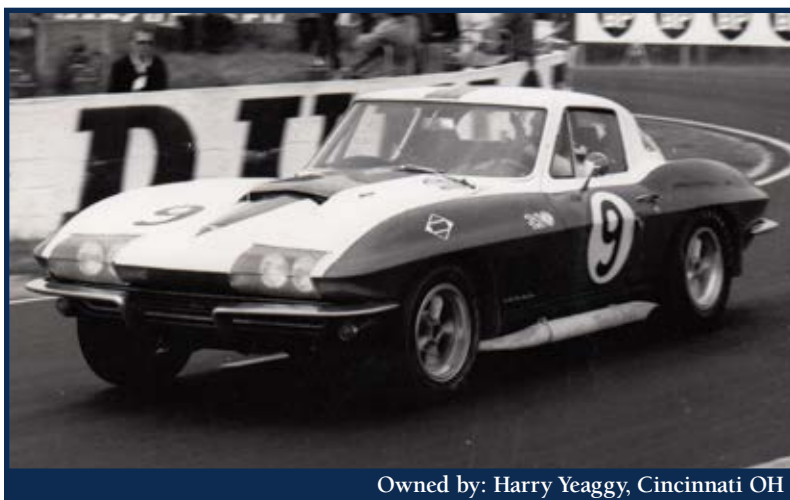
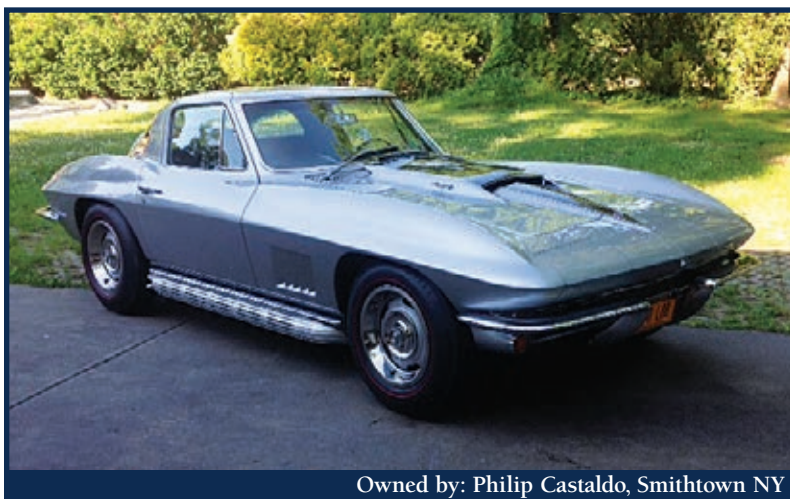
Guy Larsen, President,
Bloomington Gold



Bill Locke, Event Director,
L88 EXPLOSION! and
Gold Collection 1968



1967 Chevrolet Corvette



1967 Corvette 427 L88 Convertible #09097

Owned by: Charles Michael Ungurean, Delaware OH

Gold Certified,[®] Top Flight, Great Hall Induction, American Heritage Award

This car is one of only twenty 1967 Corvettes equipped with the rare L88 option package, featuring the Heavy Duty 427 CID V8, rated at 430 HP; however, dyno tests showed nearly 600 HP. This particular car is the first production RPO L88 built and the only black convertible.

This is the car that Tony DeLorenzo made famous, and the car that made Tony DeLorenzo famous. Tony obtained sponsorship for the 1967 season from Hanley Dawson Chevrolet, Detroit, MI. He raced a 1967 A Production (AP) L88 Corvette convertible in the Central Division SCCA National races. He won the car's first race at Wilmot Hills, WI, and qualified for the SCCA runoffs at Daytona that year. Tony finished second in AP at the Daytona ARRC to Dick Smith's 427 Cobra.

As the first 1967 RPO L88 built and the first L88 to win a race, this is certainly a special L88. There can only be one first!

Awards include: 1984 Bloomington Gold Certification; 1985 & 1992 Bloomington Gold Special Collection invitations; 1984 & 1985 NCRS Top Flight, and 1985 NCRS Performance Verification; 2011 Induction into The Great Hall; The American Heritage Award earned at the 2013 NCRS National Convention, Hampton VA.

1967 Corvette 427 L88 Sport Coupe # 10055

Owned by: Philip Castaldo, Smithtown NY

Gold Certified,[®] NCRS Top Flight, Chip's Choice

In 1966, John Wiggins of Springfield VA, learned from Joel Rosen and Malcolm Durham that Chevrolet was going to build Corvettes with a heavy duty 427 engine. In Feb. of '67, John's silver Corvette coupe was delivered to Rosenthal Chevrolet of Arlington VA, equipped with a heavy duty 427 L88 engine. On Sept. 10, '67, John lost control on his final street race and struck a guardrail with the rear of the car, and was hospitalized. Reluctantly, John sold the wrecked Corvette from his bedside.

The fifth owner, Mark Lincoln, purchased the car in '88 and began researching its history and was able to find John Wiggins! Mark had John sign a notarized affidavit verifying he ordered and received the Corvette VIN 194377S110055 with the heavy duty L88 option. In June of '93, the car was sold to Glen Spielberg of Bellmore NY, who started a complete body-off restoration. The National Corvette Museum in Bowling Green displayed the coupe as their St. Louis Plant body drop for two years, and in '96, the L88 returned home for final assembly. In '97 Spielberg reunited the coupe with John Wiggins. In 2004 Glen sold the L88 to Phil Castaldo of Smithtown, NY.

1967 Corvette 427 L88 Competition Sport Coupe # 13787

Owned by: Harry Yeaggy, Cincinnati OH

Great Hall Inductee, 24 Hour of LeMans

In the summer of 1967, three Californians and a Pennsylvanian became members of a select few that have raced Corvettes in the prestigious 24 Hours of LeMans. The organizer was Peyton Cramer. He owned Dana Chevrolet, the main sponsor of the car and formerly had been general manager at Shelby American. The drivers were Dick Guldstrand, Bob Bondurant and Don Yenko. Guldstrand was Cramer's high performance manager and went on to become the country's number one Corvette racing expert. Bondurant was Dana's resident "hot shot"; he drove the McLaren-Chevrolet in SCCA, USRRC and Can-AM competition.

Bob Bondurant went on to start the famous driving school that bears his name. The late Don Yenko was a Pennsylvanian car dealer and sports car racer who was involved in a lot of Chevy road racing projects. This factory L88 was the only 1963-67 Corvette to ever race at LeMans. The chassis was prepared by Guldstrand, and the motor by Traco. There was not a finer combination to represent Corvette at the LeMans race. Highlights of the race include running as high as 4th overall, in spite of being 300 lbs. heavier than any other car in the race, leading the GT category for more than 12 hours before retiring, and setting a new class speed record of 172 mph on the Mulsanne Straight.

1968 EXOTIC 337



Owned by: Owned by: Jim & Scott Lynch, Burley ID



Owned by: Rare Wheels Collection, Windermere FL



Owned by: C. Davis Nelsen, Barrington, IL

1967 Corvette 427 L88 Convertible # 15484

Owned by: Jim & Scott Lynch, Burley ID

Gold Certified®

The chase begins in 1991 at a regional NCRS convention in Anaheim, California. I was walking through the show field and saw a beautiful 1967 silver convertible. I introduced myself to Rob, the owner, and we talked all about his L88. It was not for sale but I always kept that car in my mind. Strike 1.

The next time I saw the car was in Otis Chandler's Vintage Museum. It wasn't for sale, but I did the next best thing and got a letter having first right of refusal, so I left feeling good. A year later I found out that Otis had sold all the Corvettes to Kevin Ludan. Strike 2.

A year or two later, I received a call from Kevin asking if I wanted to trade my '69 Baldwin Camaro on his '67 silver L88 but it didn't pan out. Strike 3.

In 2017, I received an email about a '67 L88 coming up at World Wide Auction. It was Rob's old silver '67 L88. The auction was very intense, but ended with my winning bid.

After chasing a dream for 27 years, I hit the home run and the car was mine...and of course, the bank's. Dreams do come true!

1967 Corvette 427 L88 Sport Coupe # 15791

Owned by: Rare Wheels Collection, Windermere FL

Gold Certified®, Duntov Mark of Excellence, Triple Crown

#15791 was built on 4/12/1967 and delivered to Mike Savoy Chevrolet in Birmingham, MI. The car is the 6th of 20 L88 optioned cars built in 1967 and was the only one built with a red interior and exterior. The base price was \$4,388.75 and the L88 package was \$947.90. However, there were other options required with the L88 engine including C48, K66, G81, M22, F41, J50 and J56. These options added an additional \$676.40 to the price of the L88 package resulting in a total option cost of \$1,624.40 for an L88. #15791 has optional shoulder harnesses that resulted in a total vehicle price of \$6,285.15.

The '67 L88 was first judged at Bloomington Gold in 1994 earning a Silver Certification. The Naber Brothers restored the car and in 2001 it received an NCRS Regional Top Flight in Orlando, FL, a Regional PV in Joplin, MO, and a National Top Flight and Duntov Mark of Excellence Award in Galveston TX. The car was a Special Collection participant at Bloomington Gold 2001, a 50th Anniversary participant in Nashville 2003, and the Duntov display at Hershey in 2003 and 2007.

In 2014, at the Barrett Jackson auction in Scottsdale Arizona, 115791 sold for 385 million dollars, making it the highest price ever paid for a production Corvette.

1967 Corvette 427 L88 Sport Coupe # 16945

Owned by: C. Davis Nelsen, Barrington, IL

Great Hall Inductee

Shipped from the factory by train to Seattle, this 1967 L88 was delivered by Alan Green Chevrolet at the rail yard. Its new owner trailered the car to a remote warehouse where he intended to turn it into a dragster. He started, but did not complete the project. In fact, it never left the warehouse until 1975, when it was sold to Lincoln Auto Salvage showing 11 miles on the odometer. The L88 had two additional owners before Jim Krughoff and David Burroughs purchased it in 1985. Burroughs removed the racers white paint and decals and located a never stamped L88 engine.

The window sticker has remained in place since delivery and the original paint and interior are virtually perfect. The original owner stated that the driver's door never fit properly, and did not care, since he was concerned with only the engine and chassis.

This is the lowest mile 1967 known to exist, and raised the Corvette world's awareness of the L88. The car resides on display at the current owner's museum,. A Great Hall inductee, this will be the car's fourth visit to the Bloomington Gold collection.

1968 EXOTIC 337



Owned by: Roger Judski, Maitland FL



Owned by: Kevin Mackay, Valley Stream NY



Owned by: Mike & Kelly Vietro, Anaheim CA

1967 Corvette 427 L88 Sport Coupe # 17055

Owned by: Roger Judski, Maitland FL, Special Collection Participant

I purchased my first L88 in the summer of 1972, a 1968 Polar White coupe with Black interior. The Corvette was sold new at our local Chevrolet dealer. My brother and I saw it on the showroom floor, never dreaming of owning it, however I was hooked!

With 1967 being my favorite year, and the White with Black color combination being my favorite, I sought to find a match to my 1968: a 1967 Ermine White with Black Interior L88 Coupe. Many years passed, and in April of 1987 my dream still existed. A friend walked in my shop with a great story, knowing of such an L88, and that although many years had passed, it may still be around. After several phone calls we found the car in Vermont. The owner would not sell, but would trade for only a 1957 Corvette! A trade was made, and in April of 1987 my dream came true, and my 1968 L88 had its match.

This very special Corvette, which is my personal favorite, along with my personal collection, "The 427 Dream Team", is on permanent display at Roger's Corvette Center, Orlando, Florida, for everyone to see and enjoy year-round.

1967 Corvette 427 L88 Dana - Harry Mann Racer # 17527

Owned by: Kevin Mackay, Valley Stream NY, American Heritage Award

In 1966 Peyton Cramer, former General Manager of Shelby American and his partner Paul Doske purchased a Chevrolet dealership in South Gate, CA. The business plan for DANA Chevrolet was high performance. They were well connected with Chevrolet, behind closed doors. The partners hired a staff of well-known racers for their race shop: Dick Guldstrand, Dale Armstrong and Bobby Joe MacDonald. John Peter Hill, an experienced racer, approached DANA to purchase an L88.

Guldstrand wrote the purchase order for Hill and specified off road use for the Marina Blue, black interior convertible optioned with the L88 engine, M22 transmission, 355 positraction, J56 heavy duty brakes, F41 special suspension, TI ignition, and radio, heater and top delete. The factory racing headers and American Torque Thrust D wheels came with the L88. The racer was shipped in early May to DANA Chevrolet and was immediately sent to the race shop for prep to SCCA rules. The L88 was raced at Stardust Las Vegas, Santa Barbara and Riverside CA as car #92. Rex Ramsey co-drove with Hill; they were later sponsored by Harry Mann Chevrolet, Los Angeles.

The L88 has the original DANA paperwork, log books, title and complete owner history. In 2002 the car received the NCRS American Heritage Award. This is the only Marina Blue L88 Convertible known to exist.

1967 Corvette 427 L88 Sport Coupe # 19136

Owned by: Mike & Kelly Vietro, Anaheim CA

Gold Certified,® Drag Racing Champion

While serving in the military, Bob Baker purchased his new 1967 L88 Corvette for drag racing. The car was campaigned in the West until his discharge, then in the Midwest when he returned home to Kansas. Baker would flat tow the L88 behind a 1963 Corvette split window coupe, equipped with a GM 671 blower! - quite the pair of cars! Baker sold the L88 in 1969.

The new owner, Howard McCurry, of Wichita Kansas, remembered the car after seeing the Tony DeLorenzo's L88 at Bloomington Gold in 1984, and started the search for Baker's L88. He found Baker, now living in St. Louis, and secured the original paperwork, original license plate, and the factory tank sticker.

Restoration began under the ownership of Steve Hendrickson and Mike Theis. Due to the modifications to make the L88 a successful racer, extensive work was needed. The car was first shown at the 1988 Bloomington Gold Special Collection V, and participated in the *Earthquake 88* event.

Major features include: the only Sunfire Yellow '67 L88 built; the factory original block with Al Grenning pad confirmation; the original trim tag with Grenning / CCAS confirmation and NCRS validation of the tank sticker. We are honored to present this rare 1967 Corvette L88 at *L88 EXPLOSION!*

NOT EX388



Owned by: Dave Walters, Miami FL



Owned by: Dana & Patti Mecum, Lake Geneva, WI



Owned by: Irwin Kroiz, Ambler PA

1967 Corvette 427 L88 Sport Coupe # 20407

Owned by: Dave Walters, Miami FL, Special Collection Participant

On Oct. 13th, '67 David Zeigler purchased a new '67 L88 from Curtis Chevrolet in Washington D.C., a holdover model as the 68's were already out. It would barely idle at 1,200 RPM; no one could drive it as the car was too rough to drive or sell. Mr. Zeigler drove the car 240 miles to his home in Morgantown, WV. By the time he got home, it was running much better and would idle near 1,000 RPM.

The car was used mostly for drag racing at tracks and deserted sections of highway in PA and WV. Zeigler modified the car by adding headers, larger tires, a Hurst shifter and suspension modifications. At the track, it was lettered "The Flying Dutchman" with black shoe polish. Mr. Zeigler said "the car always won unless it broke".

On Oct. 22nd, '68, David Zeigler traded the L88 to Charles Wright from Pittsburgh. The car continued to be raced. The power of the L88 engine caused repeated breakdowns and extensive downtime while being repaired. Six or seven owners later, in '79, the car was found by Paul Langbein showing 4,766 miles. Dave Walters purchased the L88 in Sep. '79. The chassis was displayed at *Earthquake 88*, in '92. The L88 was driven to Bloomington, IL and displayed in the Celebration '67 Special Collection. The car will still run an 11 second quarter mile!

1967 Corvette 427 L88 Competition Convertible # 21550

Owned by: Dana & Patti Mecum, Lake Geneva, WI

Great Hall Inductee, 2nd Overall 1970 Daytona 24

Against All Odds is the book documenting the unbelievable stories behind the rock chips and duct tape on this combat veteran. Oil drips. Stickers and numbers plastered here and there. Not cosmetically restored, it portrays the way Cliff Gottlob and Jack Blatchford finished the 24 Hours of Daytona in 1970.

Gottlob and Dave Dooley co-drove. Blatchford, John Wanko, and the twin Gottlob sisters crewed. Luck shifted from miracles to disasters and back again. Highlights included no time to practice due to transmission trouble. Driving 186 mph and being passed by Pedro Rodriguez's Porsche 917; spinning out once; passing Mario Andretti's red 512 Ferrari #28 and watching him fade away in the mirror (probably due to tire wear slowing the big Ferrari); breaking an oil line in the 23rd hour and showing no oil on the dipstick and unable to add more due to racing rules...Gottlob gambled the L88 would hold together for another hour...and it did!

The farm kid with five engineering degrees ended this adventure with a miracle – finishing in second place behind class winner Jerry Thompson, but ahead of third place, Tony DeLorenzo. The next day, the L88 racer roared back to Kansas still wearing its race stickers and door numbers.

1967 Corvette 427 L88 Sport Coupe # 22014

Owned by: Irwin Kroiz, Ambler PA, Duntov Mark of Excellence, Hall of Fame Inductee

Chevrolet built only 20 L88 corvettes in 1967, this vehicle being the only black coupe produced. The L88 option was produced basically as a factory production race car. This engine option was the most radical high-performance engine ever offered by General Motors, delivering 560 horsepower, although rated at 430 horsepower.

This Tuxedo Black coupe has black vinyl interior and is equipped with the following options: L88 high- performance engine, F41 heavy-duty suspension, J50 power brakes, J56 heavy-duty brakes, K66 transistor ignition, 4:56 posi-traction rear axle, dual side mounted exhaust system, tinted glass, and heater/defroster deletion.

The car was built the first week of July, which makes it the last known L88 produced in 1967. After a complete restoration, the car has received many first-place and NCRS awards including the Duntov Mark of Excellence Award. It has been in the Bloomington Gold Special Collection and has been inducted into the Bloomington Gold Hall of Fame. As one magazine article stated, An 11,000 mile, black on black, fully-documented 1967 L88 Corvette with factory side pipes...who could ask for anything more?

1968 EXOTIC NOISE



Owned by: Owned by: Phil Schwartz, East Hills NY



Owned by: Howard L. Cohen, Woodcliff Lake, NJ



Owned by: Irwin Kroiz, Ambler PA

1968 Corvette 427 L88 Convertible # 10850

Owned by: Phil Schwartz, East Hills NY

Drag Racing History

The L88 Corvette was delivered new to DeNooyer's in Battle Creek, MI in February '68. The original owner, Roy C. Peet, picked up the L88 at the dealership and on the way home did a burn out in the parking lot and one of the PO1 wheel covers came flying off. A short time later, Roy installed American Racing mags on the car and went racing at Grattan Raceway, Johnson Park in Grand Rapids MI and the Daytona Speedway Road Course.

Roy had fun with the L88 for 5 years and sold it to Mark Marcus in Battle Creek MI. The L88 is well documented with ownership history and the factory tank sheet, and is the only known '68 White with blue interior L88 to date. Other factory options include red stripe tires, off road exhaust and wheel covers, making this car a real "Red, White and Blue" Corvette right out of the factory. This is Phil's third L88 as his Corvette collection is getting larger each year. Purchased from Terry Michaelis a few years back, the L88 was sent to Corvette Repair Inc., Valley Stream NY, for a complete body off restoration. *L88 EXPLOSION* is the L88's first showing.

1968 Corvette 427 L88 Sport Coupe # 11055

Owned by: Howard L. Cohen, Woodcliff Lake, NJ

86,000 Miles – An L88 enjoyed by its 3 owners!

The car's GM production date was February 12, 1968, and records show it was shipped to Newt Godfree Chevrolet in San Antonio, Texas. It is believed the car was delivered to a serviceman who was stationed at Fort Hood. He took delivery of the car, but eventually traded the car when he returned home to California three years later.

The second owner, an engineer by trade, purchased the car in 1971 from Warren Biggs Chevrolet in Los Angeles, California, and owned it for over 40 years. In the early 70's, he used the car as a daily driver, but used it less frequently as a result of the 1973 gas crisis. In 1979 he stored the car, eventually intending to restore it, but ultimately, and reluctantly, decided to sell the L88. I am the third owner of this 1968 L88, and have owned the car since 2014.

The car, in its LeMans Blue with blue vinyl configuration, presents well having had only one early repaint. The interior is all original and the chassis remains untouched. The L88 is well documented by its order copy, which details a 4:56 rear and RPO PT6 red strip tires. The tires nicely complement its exterior.

1968 427 L88 Sunray DX Convertible #11437

Owned by: Irwin Kroiz, Ambler PA

Yenko Prepared, GT Class Winner, Sebring FL

The owner of this Corvette was Sunray DX a Southwest regional oil company. This Corvette was car #3 and was a factory L88 that was ordered thru Yenko Chevrolet. Don Yenko worked with Sunray DX and prepared the Corvette for racing. The car was produced in February 1968 just a few weeks before the Sebring Grand Prix of Endurance. After preparation at Yenko's dealership, the #3 Corvette was headed for the race in Florida.

The first time out, the #3 Sunray DX Corvette driven by Dave Morgan and Hap Sharp won the Grand Touring class and placed sixth overall at the historic Sebring International Race. The Corvette traveled 1,081.6 miles and finished higher overall than any Corvette that raced at Sebring at that time. After Sebring, the #3 Corvette was one of a two car team scheduled to race for Sunray DX at the famous course at LeMans France. Due to unrest and rioting in France the event, which was to take place in June of 1968, was canceled. After the 1968 Sebring race, the #3 went on to become the leading "A" production car in the Sports Car Club of America's Midwest Division. Documented by complete owner history.

Not a 387



Owned by: Mark & Missy Timken, Gainesville FL



Owned by: Kevin Mackay, Valley Stream NY



Owned by: FA Collection, Philadelphia PA

1968 Corvette 427 L88 Sport Coupe # 13628

Owned by: Mark & Missy Timken, Gainesville FL

Gold Certified,® Top Flight, MCACN Triple Diamond

Built on March 13, 1968, this International Blue L88 Coupe was sold new at Salina Motors in Syracuse, NY. She was purchased by Edwin Lang who owned her for about two years. Anyone with information on Edwin Lang is asked to please contact the car owner.

She was then purchased from a used car lot in the Syracuse area by a Vietnam War Veteran who fell in love with her when he returned home. He owned her for a few years, and then she passed through multiple owners, including the former head of Avanti Motors, and has been owned by several prominent Corvette collectors.

Some interesting facts: To my knowledge, this is the only L88 that went to a high school prom; she was never raced; we believe the motor and drive train to be the original equipment to this car; the ownership history was fully researched by Auto Ancestry and she was the first 1968 L88 to receive the SURVIVOR® Award. As a SURVIVOR®, she eventually needed restoration. A two-year restoration was performed by Tim Thorpe in consultation with Chuck Berge of NCRS. She has received multiple honors and awards. It is our pleasure to share this rare and legendary car with you now. It's my understanding this car may be one of two International Blue L88 Coupes.

1968 Corvette 427 L88 Band-Aid Racer # 14674

Owned by: Kevin Mackay, Valley Stream NY

Doug Bergen's First L88 Racer, 1st Overall Mid-Ohio

This was Doug Bergen's first factory L88 out of two that he owned. He ordered the car at Williamson Chevrolet Company in Marietta, Ohio with intentions of racing the L88. Since he's been in the racing area, he knew he needed the most powerful car available. He became aware of the L88 through Gib Hufstader, GM Engineer aspects of the L88. Doug's intentions were to have the car ready for the International Manufacturers Championship at Watkins Glen, 6hrs race on the July 14th 1968. Corvette Engineering supplied Doug with a list of needed modifications and they all got busy.

The end result is that Doug's car made 1st in class and 11th overall. They broke that Lap Record in Class, and months later, won 1st overall at Mid Ohio with Columbus Bob behind the wheel.

The L88 is well documented with complete chain of ownership as well as the factory window sticker, original FIA homologation paperwork and endless photos through its entire career. Doug Bergen and Bob Johnson were reunited with the Band-Aid racer 40 year later at the Corvette at Carlisle Racer Reunion. It was also awarded the NCRS American Heritage Award in July 2010.

The body off restoration was completed by Corvette Repair Inc., Valley Stream NY, in the Watkins Glen 6 Hour - First In Class livery.

1968 Corvette 427 L88 Convertible # 19410

Owned by: FA Collection, Philadelphia PA

First Time Shown Since Restoration

In May 1968, VIN 19410 was sold new by Wiggins Chevrolet in Lancaster, Pennsylvania, and quickly became known as a leading contender in the era of legendary street racing. One night, on the way to another race, the driver lost control of the L88 and a horrific, nearly head-on crash occurred with another vehicle. The collision claimed the life of the L88's 32-year-old original owner. What you see today is the product of a 10-year effort to research and reconstruct the car from the surviving parts and pieces, including its original L88 engine.

Thanks to the Corvette Repair team in Valley Stream, New York, VIN 19410 has been authentically reconstructed and is seen here for first time, in One Piece, since 1971.

NOISOTX3 887



Owned by: Mike Vietro, Anaheim CA



Owned by: Rick Hendrick, Charlotte NC



Owned by: Gerry Yursis, Parkton MD

1968 Corvette 427 L88 Convertible #19418

Owned by: Mike Vietro, Anaheim CA

36,000 Miles

Features of this 1968 L88 convertible include: Silverstone Silver exterior with the original black leather interior, C07 auxiliary hard top, A82 headrests, and the original factory installed L88 427 CID engine, with the M22 4-speed close ratio heavy duty transmission.

1968 L88 Corvette # 19418 rolled off the line in St. Louis in May of 1968. The original owner was Robert W. Holt. He was a Merchant Marine and the L88 was his driver when he wasn't at sea. When he returned home from long months away he missed driving her. He even nicknamed her "Thunder Buggy". His 1968 L88 Corvette was a terror in the Grand Rapids Michigan area.

All of its owners have managed to hold onto almost every piece of documentation including the original owner's kit, warranty book with Protect-O-Plate, original window sticker, dealer's new vehicle inspection sheet, original Certificate of Title and even the original set of keys!

This 36,000 mile 1968 Silverstone Silver bullet has been beautifully and sympathetically frame off restored.

1968 Corvette 427 L88 Convertible # 19728

Owned by: Rick Hendrick, Charlotte NC

Gold Certified,® Top Flight, Performance Verification

This Corvette is one of only 80 1968's to get the legendary L88 427 cu in/430 hp (advertised and very under rated) engine. These engines have been said to produce around 560 hp in street trim! The classic combination of Rally Red, rally wheels, red line tires, with black interior makes this Corvette a visual stunner too.

The rarity and quality aren't lost on the judges either as she holds the following awards: NCRS Duntov Mark of Excellence, NCRS Performance Verification, NCRS Top Flight Awards (3), Bloomington Gold Special Collection, Bloomington Gold Certification, and received a Palmetto Award at the Hilton Head Island Concours d'Elegance. The car participated in the 2008 Bloomington Gold Special Collection XXIV - L88 Invasion, and the 2017 Corvette Performance Gold Collection in Charlotte NC.

The L88 was restored by Hendrick Performance, and completed in 2012.

1968 Corvette 427 L88 Convertible # 20227

Owned by: Gerry Yursis, Parkton MD

Top Flight, AACA Museum Display

On February 12th, 1968 original owner Randy Geyer ordered this Corvette from Bob Glenda Chevrolet in Chestertown, IN. Taking several months for the car to arrive, the wait felt like an eternity for the 21 year old Geyer.

When the car finally arrived on May 31st, Geyer was there to watch it come off the delivery truck. He was surprised by two things: "I didn't realize it would have the big hood bulge," which he loved, but was disappointed that it didn't have side exhaust, which he ordered as off-road exhaust.

Use of the Corvette came to an abrupt end in 1970 when Geyer discovered motorcycles. He became so involved with riding motorcycles that the Corvette sat in storage in his father's garage. When parked, the Corvette had only 3,600 miles.

When the L88 engine package was ordered, other mandatory options were required. These included F41 heavy-duty suspension, J50/J56 heavy-duty power brakes, G81 limited-slip differential, K66 transistorized ignition and M22 heavy-duty transmission. The radio was deleted despite being on the order sheet, and was not permitted with the option group. This car was also ordered with full tinted glass, head rest seats, off-road exhaust, vinyl cover hardtop only, and a 3.70:1 final drive ratio.

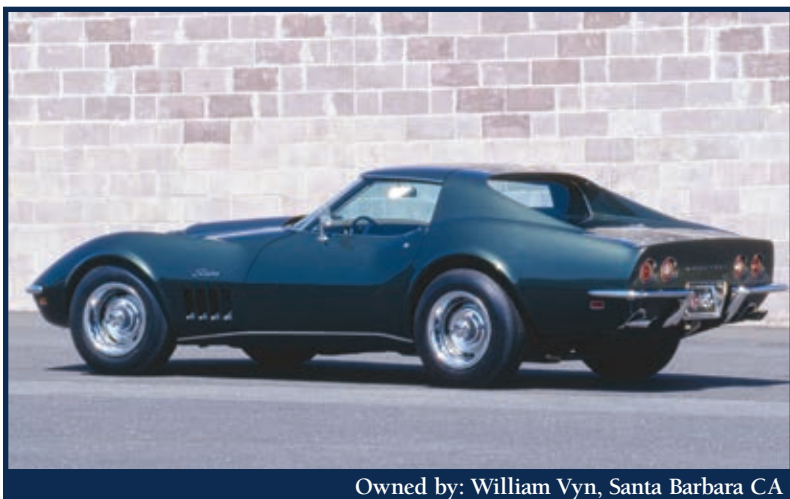
NOT A 387 EXOTIC



Owned by: Mike Denapole, Herkimer NY



Owned by: David Hahn, Coshocton OH



Owned by: William Vyn, Santa Barbara CA

1968 Corvette 427 L88 Sport Coupe # 20863

Owned by: Mike Denapole, Herkimer NY

Top Flight, 3,900 miles

After waiting a year for his order to be filled, persistence finally prevailed when this 1968 Tuxedo Black L88 was finally delivered to its first owner in June '68. Only 708 Tuxedo Black 68's were built.

After a brief season on the local street scene, the L88's engine was sent to the legendary Dan Jesel at Competition Machine where it was blueprinted for racing. The car became a major attraction at local drag strips. Being a Corvette enthusiast, I was justifiably impressed one Saturday night in the early 70's when I witnessed the L88 lift the front wheels off the ground when shifted into second gear! "Wow, that's incredible for a production engine street car with 7 inch slicks running in B/Sports!" After years of pursuit, I purchased the L88 from the original owner in 1978, showing only 3415 miles.

In 1985 this L88 was one of four featured cars at the NCRS National Convention in Boston where it received a Top Flight award, and has not been shared with the public since.

Documentation includes the original window sticker, protect-o-plate, dealer sales records, and a tag wired to steering wheel with driver instructions for starting and unloading from the transporter to the dealer.

1968 Corvette 427 L88 Sport Coupe # 26588

Owned by: David Hahn, Coshocton OH

This L88 was ordered from Zone 31 (Alabama, Florida & Tennessee), dealer # 429. The NCRS shipping records verify the build date as July 25, 1968, however there's no listing for the dealer whose name starts with the letter " R". The Corvette was ordered in Silverstone Silver paint with Gunmetal vinyl trim. Its options were: L88 engine, K66 transistor ignition system, F41 heavy duty suspension, G81 positraction 355 rear axle ratio, M22 heavy duty transmission, J50 power brakes, J56 heavy duty brakes, N11 off road exhaust system, N36 telescopic steering column and PT6 red stripe F70x15 nylon tires.

In 1980 Mike Booke of Ohio traded his tractor to Richard Clemens of Cave Springs, GA, for the Corvette. The car had front body damage and was stored in a chicken coop. Mike gave up the restoration project and sold the Corvette to David who finished restoring it in 2004. The factory installed Muncie M22 transmission has been verified as original with the VIN stamping on the case. This information serves to confirm the car being one of the eighty Corvettes built with the L88 equipment.

1969 Corvette 427 L88 Sport Coupe # 06612

Owned by: William Vyn, Santa Barbara CA

Gold Certified,® Hall of Fame, Top Flight, 10,685 Miles

I first learned of the L88 Corvette in the April 1969 issue of Hot Rod. It was late enough in the model year that I decided to wait until 1970 only to learn that its successor, the LS7/ZR2, was at first delayed and then canceled without being released. An ad placed in Autoweek for an L88 Corvette produced two responses, one from a doctor in northwestern Pennsylvania. The doctor was peripherally involved with Corvettes and racing, had learned of the L88 and ordered it in June of 1968 without knowing what it would cost or much other information about the car. It had 7,500 miles and I purchased it for \$5,500. The sale took place at Yenko Chevrolet, and except for the battery failing, I drove it back to Wisconsin without incident...650 miles at 5 MPG!

In 1995 the car received a body off restoration from County Corvette. In almost 48 years I've only put about 3,000 miles on the car, almost all while I was a graduate student at the University of Wisconsin. Having owned the car since 1970, this Corvette may be the longest continuously owned L88. An interesting note...the color codes for 1969 models were not yet released, so the car was ordered with the 1968 code for British Racing Green.

Not a 387



Owned by: Kent & Melissa Hussey, Atlanta GA



Owned by: Frank Stech Jr., Pitman NJ



Owned by: Guy & Helen Mabee, Gordon TX

1969 Corvette 427 L88 Sport Coupe # 10179

Owned by: Kent & Melissa Hussey, Atlanta GA

Gold Certified,[®] Top Flight, MCACN Gold & Triple Diamond

This one of one Green/green 1969 L88 coupe was delivered to Earl Hayes Chevrolet in Dallas, Texas, per the NCRS shipping data report. Many of these ultimate performance C3 Corvettes were converted to race cars and saw hard duty and great success on road race tracks and drag strips through the 1970s. It is extremely rare to find an unmodified L88 with its original, unmolested body with bonding strips intact.

This vehicle has less than 16,000 original miles and retains its original no-hit body, correct numbers-matching engine and drive-train. Purchased by the current owners in 2014, the vehicle was in excellent original condition having been restored in 2004. However, the new owners decided to have a fresh frame-off restoration done by Kevin Mackay of Corvette Repair.

Since completion in the spring of 2015, the car has been awarded Bloomington Gold, NCRS Top Flight and MCACN Concours Gold and Triple Diamond. In November 2016, the car won a Palmetto Award at the Hilton Head Concours.

1969 Corvette 427 L88 Sport Coupe # 17685

Owned by: Frank Stech Jr., Pitman NJ

Hall of Fame, Gold Certified,[®] Top Flight

This Documented L88 is entirely original and has only 13,700 miles. In addition to the required L88 options, it has a 4:11 positraction rear axle, M22 4 speed transmission, side exhaust and tilt/tele steering column.

The car was originally purchased for its 16 years old owner as a birthday present by his father. He kept the car for 18 months accumulating 10,000 miles and was then traded back to the dealer. It was quickly purchased by a accountant for his wife to fulfill her dream of owning a red Corvette. They had no idea of what they had bought. It really couldn't be used for the street and overheated all of the time. They kept it for 8 years and only put on 3,200 miles. Since 1978 the car has only been owned by Corvette collectors and has virtually no miles added.

It has been a pleasure to own this L88 over the past 22 years. Because of its low mileage it drives and handles like a virtually "new" car. I am the sixth owner and other than having been painted in the late 1980's, it is basically unrestored. This red/red L88 has been featured in the Bloomington Special Collection in 1989, 1998, and 2008, and was inducted into the Bloomington Gold Hall of Fame in 2001.

1969 Corvette 427 L88 Convertible # 18242

Owned by: Guy & Helen Mabee, Gordon TX

1988 Special Collection, 19,650 Miles

"The Turbo Hydramatic is the best thing that's happened to big engined Corvettes since high octane gas."
That quote, from Hot Rod Magazine, was their reaction to an L88 automatic they road tested back in 1969.

Records indicate that only 17 L88 automatics were produced. This car was ordered new from Hoskins Chevrolet in Chicago, with local drag and street racing in mind. The L88 was driven and raced from 1969 to 1973, accumulating about 19,400 miles, and then retired. The Corvette sat in the owner's garage from 1973 until it was discovered in 1987. After restoration, the car was displayed at the 1988 Bloomington Gold Special Collection *"Earthquake 88"*.

The car is now freshly out of a restoration performed by Harbor Auto Restorations in Rockledge, FL. During the restoration process, a perfect build sheet was discovered rolled up and tucked between the tachometer and speedometer. We are very honored to be able to display this L88 among such a wonderful gathering of special Corvettes.

NOISOTX3 887



Owned by: Scott Jones, Heber Springs AR



Owned by: Guy & Helen Mabee, Gordon TX



Owned by: Michael Moxley, Churchville, MD

1969 Corvette 427 L88 Sport Coupe # 18301

Owned by: Scott Jones, Heber Springs AR

Gold Certified,[®] Top Flight, Triple Diamond

This Corvette is 1 of only 116 L88 optioned cars produced in 1969. With only 16,482 miles, the car retains the factory installed motor, transmission, and rear end, making this L88 one of the most significant examples.

A complete nut and bolt rotisserie restoration was performed by Kevin MacKay of Corvette Repair Inc., Valley Stream NY. The car was repainted its original Lemans Blue and maintains the factory black interior resulting in an ideal color combination. Having factory equipped side exhaust and redline tires also add to the uniqueness of this L88.

The car has received a Triple Diamond rating in 2013, an NCRS Top Flight award, and the coveted Bloomington Gold Certification award. The L88 was featured in the February 2015 issue of Vette Magazine.

1969 Corvette 427 L88 Sport Coupe # 18800

Owned by: Guy & Helen Mabee, Gordon TX

Gold Certified,[®] Top Flight, MCACN Gold & Triple Diamond

Built on March 12, 1969, this Corvette was sold by Bob Robertson Chevrolet in Houston, TX. Although ordered with side exhaust, the car was delivered with an under-car exhaust system. The 308:1 gear ratio is unique among L88's, but is great for high speed cruising. Documentation includes the buyer's order, sales invoice, P.O.P., window sticker and more. The car retains its original engine and driveline.

We bought the car in 1983. It was Bloomington Gold Certified[®] in 1984, and attended the "Earthquake 88" L88 reunion in 1988. Regretfully, we sold it in late 1988, but then in 2015, we became aware of its availability and were able to purchase it for a second time.

We elected to restore the car and chose Harbor Auto Restoration of Rockledge, FL, to return it to factory original condition. Since the restoration, the L88 has been awarded a Bloomington Gold Certificate, attained a Top Flight 996 judging score at the NCRS National Convention as well as a Performance Verification Award. Additional awards include a MCACN Triple Diamond Concours Gold Certificate, and Platinum Pick Judge's Choice Stock Corvette in 2017, and the Corvette Chevy Expo Tri-Power Award in 2018.

1969 Corvette 427 L88 Sport Coupe # 18830

Owned by: Michael Moxley, Churchville, MD

5 Star Bowtie, Top Flight

This L88 was sold new by Courtesy Chevrolet, Los Angeles, California, and is well known as one of the most original and possibly the only Tuxedo Black with black leather coupe.

Options on the Corvette include: L-88 equipment, M22 transmission, power-brakes, F41 suspension, 4:11 positraction rear axle, tilt-telescopic wheel, speed warning and leather seats. The car retains its original drive-train, and with only 19800 miles has been owned by several significant collectors in the Corvette hobby. Documentation includes the original tank sticker, Protect-O-Plate, and the full ownership listing since purchased new.

NOISOTX3 887



Owned by: Fred & Terry Michaelis, Napoleon OH



Owned by: Kevin Mackay, Valley Stream NY



Owned by: Phil Schwartz, East Hills NY

1969 Corvette 427 L88 Convertible # 20068

Owned by: Fred & Terry Michaelis, Napoleon OH

Gold Certified,® Top Flight, Triple Crown

This triple black L88 convertible was ordered new by Tony DeLorenzo as his personal driver, and is one of two known. Tony's friend from Germany, Curt Wetzel, convinced him to race prepare the car and sell it to him. In late '69 the car was loaded in the belly of a Pan Am jet and flown to Germany where Wetzel successfully raced the car until purchased by the Porsche team to get it off the track.

Nabers Brothers body-off restoration when purchased by DeLorenzo (pre-race configuration) returned the car to show condition. Awards include Bloomington Gold, NCRS Top Flight, Triple Crown (2), Bloomington Gold Special Collection (2) and Bloomington Gold Hall of Fame induction.

Optioned with aluminum heads, power brakes, tilt-telescopic, transistorized ignition, M22, posi, J56 heavy duty brakes, F41 special heavy duty suspension, SS brakes, tinted glass, rallys, and red stripe tires. Documented with a copy of the original window sticker and sworn affidavit from DeLorenzo, compete owner history, FIA homologation papers, race results/grids, show awards/certificates and DeLorenzo autographed European license plate. 20068 was produced on March 28th, '69 and delivered new by Hanley Dawson Chevrolet of Detroit, MI, per the official NCRS/GM Shipping Data Records. Hanley Dawson Chevrolet was Tony DeLorenzo race sponsor in 1967.

1969 Corvette 427 L88 Sport Coupe # 20354

Owned by: Kevin Mackay, Valley Stream NY

The See-Thru L88 Corvette

This 1969 L88 Coupe was created as Corvette Repair's newest business card, 3-D style! The "See-Thru Corvette" was originally sold through Bay Chevrolet in Douglaston, Queens, NY, to Roger Fruehauf. The L88 was ordered in Tuxedo Black with black vinyl, black wall tires and side exhaust. Andrew Deckhut purchased the L88 in 1972 after seeing an ad in the Newark Star Ledger. The car went through 2 additional owners before being purchased by Kevin Mackay.

The L88 was undamaged with all original body panels, side mounted racing headers, all original dated glass and, except for carpet, the original interior. Having known the car well from when he worked at Bay Chevrolet, Kevin was ready to try something different with this Corvette. Work began with 2 goals in mind: 1. Build a car that would set it apart from other L88s, and, 2. Build a car that would showcase the workmanship of Corvette Repair Inc. Their attention to detail accomplished these goals, and the end result was a completely functioning, street legal L88 without a body...a virtual see-thru Corvette...showing the world what's beneath a Corvette's fiberglass body panels. The See-Thru Corvette has been shown to thousands, and is proudly presented for *L88 EXPLOSION*.

1969 Corvette 427 L88 Sport Convertible # 20514

Owned by: Phil Schwartz, East Hills NY

Gold Certified,® Top Flight, Triple Diamond

The original owner, Richard A. Clark, was a machinist by trade with a long running passion for drag racing. In April 1969, Clark purchased his Monaco Orange L88 Coupe from Crown Chevrolet Inc., Framingham, MA. Options include: black vinyl with a black convertible top, 4:56 ratio axle, HD brakes, HD M22 transmission, HD suspension, transistor ignition, side mounted exhaust system and tilt & telescopic steering column.

Clark was awarded Racer of the Year in 1972 and 1973 at the New England Dragway, and inducted into the New England Hot Rod Hall of Fame in Epping NH in 2016. Richard was an innovator. One of his many creations were the titanium bolts he made for his L88 engine. Clark was always looking for lighter, better and faster. Richard drag raced the L88 until 1975 when he stopped driving the car completely. The L88 is documented with the factory order form, car shipper notice, bill of sale, cash receipts, treasure's check, DMV and tax documents. Parked since 1975, with only 3,100 racing miles, the L88 was sent to Corvette Repair Inc. in Valley Stream NY for a complete body restoration. Awards include Bloomington Gold, NCRS Top Flight and a Triple Diamond.

L88 EXOTIC



Owned by: John F. Schmidt, Lincoln NE



Owned by: Ken Farley, Sandwich IL



Owned by: Thomas T. Marcucci, Wixom MI

1969 Corvette 427 L88 Sport Coupe # 21010

Owned by: John F. Schmidt, Lincoln NE, 26,950 Miles

This L88 has been to a few states: Oklahoma, Texas, Iowa, Kansas, Wisconsin, and now Nebraska, has had 6 owners, ran on the Salt Flats in the 1970's and had a color change to black while in Utah. I first saw the car advertised in Hemmings Motor News in early 1987 when it was in Kansas, owned by Norman Boring. He told me he liked unique Corvettes and had bought and sold 7 L88s. After 3 or 4 trips to Kansas I never pulled the trigger to buy the car. I waited too long!

Steve Banaszak from Wisconsin purchased the car from Norman. Steve owned the car from 1987 to 2004, did a frame off restoration and was able to get the car's complete owner history. Steve would show the car in local car shows but never took it out of state. He offered the car for sale through Cars on Line in 2004. I didn't know it was the same car I looked at in Norman's shop until after I bought it from Steve...what a surprise when Steve gave me photos of the car while it was in Kansas.

The L88 currently has 27,000 miles, is numbers-matching, and was ordered with leather interior and power brakes.

1969 Corvette 427 L88 Sport Coupe # 21121

Owned by: Ken Farley, Sandwich IL

Gold Certified,[®] Duntov Mark of Excellence, Canadian Delivery

This 1969 Corvette is believed to be the second of three L88s to have been Canadian delivered and includes the original Protect-O-Plate, tank sheet, and warranty booklet. Documentation unique to Canadian delivered Corvettes is paperwork from GM of Canada showing exactly how the car was equipped, the selling dealer, and even the key code numbers. No other L88s have been authenticated from existing GM records.

The original owner, William Chapman ordered this Corvette from Beare Motors of Port Perry, Ontario in the fall of 1968 with the intention of SCCA racing. When delivered in April of 1969, he had a change of heart and used it primarily for high speed street driving, thankfully accident free.

This L88 was brought back to the U.S. in 1977 by the second owner and placed in storage. I acquired it in 1986, and completed its restoration in time to be shown the first time in the U.S. at Bloomington Gold's *Earthquake 88*. Awards include Bloomington Gold, NCRS Top Flights, Performance Verification, and the Duntov Mark of Excellence, presented by Zora Arkus-Duntov himself in 1990. This L88 is now being displayed in SCCA race trim as originally intended, and bears the name of its original dealer/sponsor, Beare Motors.

1969 Corvette 427 L88 Convertible # 21263

Owned by: Thomas T. Marcucci, Wixom MI

Gold Certified,[®] SURVIVOR,[®] Hall of Fame, Top Flight, Triple Diamond

This 1969 L88 convertible was originally ordered by Richard J. Thomas of Marietta, GA., a serviceman stationed in South Korea during the Vietnam War. He ordered the car from Barclay & Company Central Chevrolet in Seoul on Oct. 27, 1968, selecting Le Mans Blue with a black vinyl interior. With 15 options on the window sticker, the car is very highly optioned.

Richard took delivery of his new car when he returned to Atlanta in June of 1969 and sold it a year later, because the L88 wasn't practical as a daily driver. The car was carefully preserved over the intervening years and has its original engine, drive-train, paint, interior, hard top and exhaust system. The odometer shows 19,890 miles.

Owner history is recorded back to the original owner, Richard J. Thomas. Other past owners include Errol Mckoy, Dr Paul Noble and Evan Metropolis. Documentation includes the original tank sheet, window sticker and dealer paper work from 1969.

The L88 has been featured in five Special Collection events: 1985, 1988, 1998, 2008 & 2018, has received Bloomington Gold SURVIVOR[®] in 2009, Top Flight, and Best in Class – Texas Concours d'Elegance. The Corvette was inducted into the Bloomington Gold Hall of Fame in 2008.

Not a 381



Owned by: Howard L. Cohen, Woodcliff Lake, NJ



Owned by: Vince Zankich, Rancho Palos Verdes, CA



Owned by: Michael Moxley, Churchville, Maryland

1969 Corvette 427 L88 Sport Coupe # 22199

Owned by: Howard L. Cohen, Woodcliff Lake, NJ

Gold Certified,[®] Top Flight, MCACN Gold & Triple Diamond

This Black Coupe is one of only five Black/Black coupes produced in 1969, one of four that retains its original motor and one of two SURVIVOR[®]s, never having been repainted nor restored. The car has a complete chain of ownership history and comes with its tank sticker, Protect-O-Plate, original sales agreement and an original set of keys with knockouts on a Jack Sullivan Chevrolet keychain.

In the spring of 2014, I received an email with several photos hinting that the car might be for sale. I quickly contacted Kevin Mackay, who was very familiar with the car. His immediate response was "You must buy it!" Soon after becoming the 9th owner, I reached out to Anthony Kazewa, the original owner who was thrilled to hear from me, as he had not been contacted about the car in nearly 25 years. We became fast friends and Anthony was very generous in sharing both his memories and an old photo album of what was his Daily Driver. In response to why he sold the car in 1971, Anthony explained that the father of the girl he was dating, said he would not let his daughter be driven around in a loud black race car!

1969 Corvette 427 L88 Convertible # 22206

Owned by: Vince Zankich, Rancho Palos Verdes, CA

8,600 miles

Dr. Thomas Raymond, from Des Moines, Iowa, purchased this L88 June 30th, 1969 and owned it until 1987. The Riverside Gold car was ordered with an automatic transmission for autocross racing. When the car arrived, Dr. Raymond had 4-tube headers and GM stamped racing wheels installed. The car was driven back to Chicago for break-in, then trailered to Daytona Beach, FL, for NCCC competition; the car turned the fastest time at the event.

I purchased the L88 in 2005. S/N 22206 is an original, matching-number L88. Options include ZL1 open chamber heads, automatic transmission, black vinyl hardtop, speed alert warning, block heater, tinted glass, alarm system and leather seat coverings. In addition, the original tires, wheels, smog system and exhaust system - all with less than 5000 miles - were saved and remain with the car. The car has full documentation from new and has never been damaged. This open chambered convertible with automatic transmission and optional leather interior make this one of the rarest combinations built.

The L88 has been shown at Bloomington Gold's *Earthquake 88* (1988), *L88 INVASION* (2008) and now, *L88 EXPLOSION*.

1969 Corvette 427 L88 Sport Coupe # 22295

Owned by: Michael Moxley, Churchville, Maryland

Gold Certified,[®] Top Flight

This L88 was purchased new by Gary Smith, of Lehi, Utah, from Gene Harvey Chevrolet, in American Forks, Utah. Extensive documentation includes Mr. Smith's delivery of his L-88 at the St. Louis Assembly Plant!

Options on the Corvette include: F41 suspension, 4:11 posi-traction, power-brakes, M22 transmission, Monza Red, red vinyl interior, and of course, the L88 engine. The car retains its original drive-train. The L88 was recently given a full body-off restoration, with an emphasis on using as many assembly-line parts as possible. Our heartfelt thanks and appreciation go out to Frank Tetro. This L88 represents a "Dream-Come-True" in a lifetime of owning and collecting cars for its current owners.

Awards include multiple NCRS Top Flight, Bloomington Gold Certification, Bloomington Gold Special Collection, and Bloomington Gold Hall of Fame.

NOISOTX3887



Owned by: Frank Stech Jr., Pitman NJ



Owned by: Steve A. Bramati, Deer Park IL



Owned by: Steve Rohelier, Northville MI

1969 Corvette 427 L88 Sport Coupe # 23055

Owned by: Frank Stech Jr., Pitman NJ

Gold Certified,[®] Top Flight, Triple Crown, Canadian Delivery

My car was delivered new to Sainte Jeraine Chevrolet-Olds in Isle-Perot, Quebec. This is only one of three known L88's exported to Canada, as well as being one of only 17 L88 Corvettes equipped with a M40 automatic transmission. Among the documents still with the car are the original warranty book, printed in French and English, Protect-O-Plate, tank sticker, a letter from General Motors of Canada Limited, and file copies documenting the car's options.

The car has its original engine, transmission and rear end. Automatic equipped L88s have fan shrouds and larger radiators for extra cooling and thus lend to not overheat like L88s built with 4-speed transmissions. It was built on June 26, 1969 and is equipped with open chambered heads.

My car was Bloomington Gold Certified[®] twice, has earned multiple NCRS Top Flight awards and was awarded a Chevy Vettefest Triple Crown Award. It was featured in the Bloomington Gold Special Collection in 1988, 1998, and 2008. I am the 7th owner of this rare L88 and have had the pleasure of owning it for the past 28 years.

1969 Corvette 427 L88 Coupe # 23087

Owned by: Steve A. Bramati, Deer Park IL

Gold Certified,[®] Top Flight, Performance Verification

This Monza Red 69 L88 coupe was sold at Courtesy Chevrolet in San Diego, CA to an admiral in the Navy. He purchased it when his ZL1 Camaro was totaled. He put 3K miles on it when he sold it in 1972. The car was featured in several 1980s magazines showing how original this car was. By the early 2000s, I had lost track of it but knew if I had the opportunity, I would buy it. After a conversation with Chris Piscitello, he informed me who owned the car. I purchased it that day!

Once I received the car, I was amazed at its originality. It has tons of docs including the tank sticker, POP along with 3 large photo albums and journals with entries made by past owners. Other than paint, the car is original. The original open chamber L88 motor has not been rebuilt and runs great. The leather seats still have that new smell! Mileage is 22,500.

The L88 has achieved three Bloomington Gold awards, a Bloomington SURVIVOR[®] award, three NCRS Top Flights and an NCRS PV award. I have been proud to own this car the past 15 years and to be included in the 2018 L88 EXPLOSION.

1969 Corvette 427 L88 Competition Sport Coupe # 27979

Owned by: Steve Rohelier, Northville MI

IMSA GT, SCCA Division Champion, American Heritage Award

This Monza red L88 was purchased from J. R. Harvey Motor Co. in Caldwell, Texas, by a Texas A&M professor for his 18 year old son. Somehow the teenager caught the car on fire and burnt the hood, so they painted a black hood stripe to cover the burn marks.

The second owner, Garrett Waddell of Houston, Texas, purchased the L88 in June 1971, and soon began racing in the IMSA GTO class. On Dec. 4, 1971, Garrett won its class at the first IMSA Camel GT Challenge held at Texas World Speedway. From 1971 until the fall of 1987, the L88 had been raced continually at Texas World Speedway, Daytona, Talladega and many other IMSA and SCCA events. With Ted Filer driving, the L88 won the A production SCCA Southwest division championship.

Documentation includes the original invoice from Chevrolet to J.R. Harvey Motor Co. stating the net price, equipment and serial number. There are numerous pictures, movies and programs detailing the history of the Garrett Waddell L88. The L88 has been restored by the Naber Brothers to the 1971 race configuration. Garrett now races a 1963 Corvette on the Vintage Road Race Circuit.

NOT EX388



Owned by: Fred & Terry Michaelis, Napoleon OH



Owned by: Ralph J. Uthe, Chandler AZ



Owned by: Irwin Kroiz, Ambler PA

1969 Corvette 427 L88 Sport Coupe # 28007

Owned by: Fred & Terry Michaelis, Napoleon OH

Gold Certified,® Top Flight

Features of this L88 include the numbers matching original motor with 2,025 actual miles, Tuxedo Black with matching black interior – one of five known. Restored by Naber Brothers, Houston, TX, the car has received Bloomington Gold certification, NCRS Top Flight, and 2008 Bloomington Gold Special Collection. This L88 is one of the finest and lowest mileage examples remaining today, and it is one of 116 L88's built in 1969 and one of the 99 equipped with M22 four speed. Engine affirmed original by Al Grenning/CCAS in November 2014.

Options include radio delete, aluminum heads, power brakes, tilt-telescopic, transistorized ignition, M22, 4.56 posi, J56 heavy duty brakes, F41 special heavy duty suspension, SS brakes, air injector reactor, side louver trim, tinted glass, rallys, and Firestone Super Sport blackwall tires. Factory components include the spare, jack, jack tools, T-Top bags, shocks, seat belts, washer system, smog system, shifter, air cleaner, alternator, distributor, hoses, hose clamps, warranty book, owner's manual, sales brochure, and T-3 headlights.

Documentation includes owner history, letter from delivery dealer, Al Grenning affirmation and NCRS Shipping Data Report verifying a production date of August 29th, 1969 and delivery by Wigder Chevrolet in Livingston, NJ.

1969 Corvette 427 L88 Sport Coupe # 30742

Owned by: Ralph J. Uthe, Chandler AZ

7,607 Original Miles, Delivery at St. Louis Plant

I am the original owner of this 1969 L88 Corvette, having purchased it new from Gene Hamilton Chevrolet, Warren, MI, in Oct. 1969 and taking delivery at the St. Louis assembly plant from my brother, Floyd Uthe. Floyd was a resident engineer at the plant and tracked the build of my car from start to finish. As a Chevrolet engineer I knew an updated engine design with open chamber cylinder heads would be available late in the model year. My brother made sure my Corvette was built with the updated engine. I subsequently raced the car twice in NHRA A-Sports with quarter mile results of 11.5 sec. and 123 mph.

The car was partially disassembled to improve its performance, but I stopped work on the project due to work demands at General Motors. It was placed in storage with 7,607 original miles and has accumulated no miles since. I selected Thorpe's Body and Corvette shop to reassemble the car and make sure that everything was in proper working order.

The car survives today with the original drive-train, paint, interior, and factory installed components, and is documented with bill of sale, title, window sticker, tank sticker, Protect-O-Plate, dealer check sheet, order sheet, Corvette Owner Card and race track time slips.

1969 Corvette 427 L88 Sport Coupe # 36108

Owned by: Irwin Kroiz, Ambler PA

20,400 Original Miles, One of five Tuxedo Black Coupes

This L88 was purchased new by the original owner from Mark Chevrolet in Wayne Michigan on December 17, 1969. The owner and his wife drove the car most every day with his wife driving it to her work. On Sundays, the owner drag raced it. Fortunately, the car and engine were never damaged.

When I purchased the L88 from the original owner it had 20,400 miles on the odometer. The car has all original body panels, original interior except for the carpet, original engine, transmission and original 4:56 rear.

This Corvette is one of five black L88 coupes produced and is documented with the window sticker, protect-o-plate, dealer invoice and original title.

NOISOTEX 888 EXCOLD COLLECTION



Owned by: Charles Michael Ungurean, Delaware OH



Owned by: Donald Ghareeb, Vestavia Hills AL



Owned by: Bruce & Matt Post, Cincinnati OH

1969 Corvette 427 L88 Convertible # 36083

Owned by: Charles Michael Ungurean, Delaware OH

Gold Certified,® Gold SURVIVOR,® Zzenith Award

This original Monza Red 427 is well known as the last documented L88 convertible built. The car was sold new at Guaranty Chevrolet, in San Diego, CA, the perfect climate to preserve its original paint, interior and chassis. The original Corvette Order Copy has been saved between two pieces of glass since the '80's.

Michael Welch, a doctor living in the San Diego area with his wife, Yolanda, bought it new, and kept it until 1977. He complained about the exhaust noise, the rumble, the stiff ride and no radio! Very nicely equipped with the standard L88 options: transistor ignition, M22 HD 4-speed transmission, F41 suspension, the car also had some unusual additions for a typical build: an auxiliary hardtop, white soft top, tilt and telescopic steering column, speed minder and audio alarm system. One of the many articles written about this boulevard and track cruiser was in the November 2009 issue of Corvette Enthusiast, which states the accomplishments of 36083: "National Top Flight NCRS, Bloomington Gold SURVIVOR® and Bloomington Gold Certified®, Zzenith Award, and the only L88 invited to be displayed at GM's 100 Year Celebration." Like many back in day, this original L88 passed through the doors of Naber Motors of Houston, TX, adding yet another layer of prestige to its impressive dossier.

1969 Corvette 427 L88 Sport Coupe # 36254

Owned by: Donald Ghareeb, Vestavia Hills AL

Bloomington Gold, Duntov Mark of Excellence, Triple Diamond

This car's original owner, Jim Melton, loved cars at a young age, having grown up at Melton Motors, the local Chevrolet dealership in Belleville, Kansas. He ordered the L88 on September 7th, 1969, and the car was built on November 22nd. In addition to the L88 package, options included A01 soft ray tinted glass, M22 transmission, F41 special performance suspension, 3:70 positraction axle, J50 power brakes, J56 heavy duty brakes, K66 transistor ignition, K05 engine block heater, and N14 side mounted exhaust. The L88 was one of the last produced.

Having a passion for drag racing, his daily driver was converted for that purpose. The exhaust system was removed and replaced with GM heavy-duty parts, Kustom headers and collector pipes. The car also received Firestone D500 12.25 x 15 slicks; Firestone front drag 7.75 x 15 tires; a Hurst shifter with lineloc; various suspension modifications, and a cool can to keep fuel at optimum temperature. The rear end ratio was changed to 5.14:1. Jim and his brothers successfully campaigned the L88 for four years, twice setting AHRA records at the Manhattan, Kansas drag strip.

Awards include Bloomington Gold Certification, Duntov Mark of Excellence and a Triple Diamond.

1968 Corvette 327/350 Convertible # 00002

Owned by: Bruce & Matt Post, Cincinnati OH, Gold Certified,® Top Flight

The earliest known C3, this pre-production pilot line car is fully documented with the original drivetrain, a no hit body and ownership history from new. The car was purchased by Max Root at Jack Royeton Chevrolet in Sturgis, MI. Max sold the Corvette a year later to Carl Rehm. The third owner was James Berdan, also of Sturgis, who owned the car for 23 years. We purchased this car in 2011, and at the end of 2012 contracted ProTeam Corvette Sales to do a comprehensive frame off restoration to factory original. Throughout restoration we documented everything as the car was disassembled for the first time.

After completing restoration, #00002 achieved Bloomington Gold Certification, an NCRS Top Flight, and numerous other Concour d'Elegance awards. With its one year only color combination, this car has been found to have been used by General Motors Public Relations in their advertising promoting the new color and C3 model launch.

Factory options include: Corvette Bronze Exterior, Dark Orange Vinyl Interior, 327 CID 350 HP L79 motor, M21 Four Speed Transmission, Power Brakes, AM/FM Radio, White Convertible Top, Tinted Glass, Auxillary Hardtop, White Stripe Tires, and Power Steering. Original mileage is 40,021.

GOLD COLLECTION



Owned by: Lou Groebner, Hawthorn Woods IL



Owned by: BarbaraAnna Kefalonitis, Blairstown NJ



Owned by: Desneux Motorsports LLC, Peculiar MO

1968 Corvette 427/435 L89 Convertible # 01437

Owned by: Lou Groebner, Hawthorn Woods IL

12,202 Original Miles, First Time Shown

Not all great ones are found in a country barn! This Silverstone Silver with blue vinyl interior 1968 Corvette convertible was found in a garage in the South Side of Chicago, and is a true inner-city find.

The Corvette was originally sold at SEIP Chevrolet in Chicago, IL, and remained sealed in the garage for over 30 years. Lou heard from a friend at a local drag strip about an extremely low mileage 427 'Vette that was in Chicago. It took over 25 years before he found this very rare Corvette.

This car is a true SURVIVOR® with only 12,202 original miles! The Corvette is optioned with the rare L89 427 cubic inch, 435 horsepower motor with the aluminum cylinder head engine option... one of only 624 built. Other options include M21 close ratio transmission, off road exhaust, F41 special front and rear suspension, K66 transistor ignition and PT6 red stripe tires with PO1 bright metal wheel covers.

Gold Collection 1968 is the first time this Corvette has ever been shown to the public. The L89 currently resides, with great honor, in Lou's personal collection.

1968 Corvette 427/435 L71 Convertible # 05873

Owned by: BarbaraAnna Kefalonitis, Blairstown NJ

Benchmark,® 5 Star Bowtie, Gold Spinner, Triple Crown

On Sep. 27, 1967, Robert Wright made a cash deposit of \$5000 to order a 1968 Corvette. On Dec. 26, 1967, Robert gave Hallman-Babcock Chevrolet Inc. in Seneca Falls, New York, a check for \$1,378.80, and financed the remaining balance with GMAC for 36 monthly payments of \$150.43, starting Feb. 2, 1968.

In 1998, John and BarbaraAnna Kefalonitis were asked if they would have interest in buying the 427/435 Corvette, showing only 4800 miles. BarbaraAnna sold her 1971 Corvette and bought Mr. Wright's 1968 Corvette, which she named "Princess". On Aug. 29, 1998, in Carlisle, PA, Princess received her first NCRS Top Flight. In 1999, Princess won Best Unrestored from the AACA. At the 1999 Sun Valley NCRS National Convention she received the Bowtie Award. In Jun. 2000, Princess received a Bloomington Gold Benchmark® award. In July of 2000, NCRS awarded her fifth Bowtie Star in Bowling Green, KY. And on Nov. 19, 2000, at the Chevy Vettefest National, Princess received the Triple Crown.

Princess has been featured in various magazines including the third edition of Standard Guide to American Muscle Cars. It has been an honor and privilege to be the caretaker and preserver of Princess - an original 1968 427 Corvette.

1968 Corvette 327/300 Sport Coupe # 12271

Owned by: Desneux Motorsports LLC, Peculiar MO

GM Design Vehicle built for Harley J. Earl, S.O. 16867

When we saw the custom identification plate that read, "This car built especially for Harley J. Earl", we knew we had found something incredibly special. The legendary Harley Earl, head of the General Motors Styling from its inception in 1927 to 1958, had a tremendous impact on GM, especially the Corvette, even in the years following his retirement. Mr. Earl even built and designed his own personal cars before public release.

This Polar White with red interior 1968 Corvette, built under Shop Order # 16867, is believed to have been one of the last cars built for Earl before his passing in 1969. The NCRS Shipping Data Report confirms the car was sent back to Chevrolet Central Office (GM Styling) after its production in St. Louis, Missouri. The car features many unique characteristics, and is noted for the red pin-striping above the distinctive red wheel wells. Also featured were special front fender vent trim inserts, a styling modification introduced with the 1969 production Corvette.

Powered by a 327 V8 engine and automatic transmission, the car shows 69,965 miles as it celebrates its 50th year anniversary. With its unique and rare history, this Corvette is definitely one of a kind!

GOLD COLLECTION



Owned by: James Anderson, East Dundee IL



Owned by: Bradley S. Hillhouse, Lincoln NE



Owned by: Phil Bachman, Greeneville, TN

1968 Corvette 427/435 L71 Convertible # 19740

Owned by: James Anderson, East Dundee IL

Benchmark,[®] Top Flight, Triple Diamond

This 1968 Corvette Roadster was purchased on June 7, 1968, by George Haun from Viking Chevrolet in St Paul MN. He ordered this car in British Racing Green with the following options: leather interior, auxiliary hardtop, F41 performance suspension, N11 off-road exhaust and the best option of all, the L71 427/CID/435HP engine.

The car has the following documentation: original window sticker, tank sticker, bill of sale, Protect-O-Plate and complete service records from new. Haun kept meticulous service records and continued to have the car serviced at Viking Chevrolet for over 35 years. On July 16, 2003, after traveling 43,518 miles, he decided to finally sell his pride and joy to Charles Holman! Over the next 8 years Holman continued the meticulous care and maintenance instructions given to him from Mr Haun. After traveling another 1,800 miles, in June of 2012, Holman sold the car to James McGreal from Chatsworth Illinois. McGreal stored the car in his collection until sold in April of 2016 to Jim Anderson. Since then, Jim has added these awards: Bloomington Gold Benchmark[®], NCRS Top Flight, Bow Tie sign off and the MCACN triple diamond!

1968 Corvette 427/435 L71 Convertible # 22152

Owned by: Bradley S. Hillhouse, Lincoln NE

Gold Certified,[®] Top Flight

This Rally Red L71 427/435 M21 equipped 1968 Corvette was special ordered by Lawrence S. through Vincent Chevrolet in Ypsilanti Michigan and was born June 12, 1968. Lawrence and his Corvette terrorized Woodward Avenue and the Detroit area throughout the 1970's until he fell seriously afoul of the law. The Corvette stayed hidden in the backyard of a former girlfriend until it became clear that Lawrence was not going to get out of prison for many years. Sadly, he decided to sell his only prized possession.

Max R., a schoolteacher, became the second owner in the 1990's and started a sympathetic restoration. An unfortunate hunting accident ended Max's dream of putting this Corvette back on the road.

Brad Hillhouse became the third and current owner in 2001 with big dreams, but a small bank account. For 14 years while he raised a family, the Corvette sat untouched in the back of the garage. In 2015, it finally made its way to the front of the garage and underwent a 2-year nut and bolt restoration. Still retaining its complete original numbers matching engine, transmission, differential & tank sticker, this 1968 Corvette L71 has achieved Bloomington Gold Certification and 3 NCRS Top Flight Awards.

1968 Corvette 427/435 HP L89 Sport Coupe # 26747

Owned by: Phil Bachman, Greeneville, TN

Benchmark,[®] Original Owner

In the summer of 1968 Phil Bachman had just completed his first successful year as a Pontiac - Cadillac dealer in Greeneville, TN. However, his 12 year love of Corvettes remained strong. The all-new 1968 model piqued Phil's interest. So, Phil went across town to the Chevy dealer to place an order for Corvette's newest generation of excitement.

Phil ordered the car in Corvette Bronze/Dark Orange to show support for his alma mater, the University of Tennessee, whose beloved Vols football squad had clinched the Southeastern Conference championship in 1967. When asked "Why the L89 instead of the L88"? Well, that answer is simple. Phil wanted the most powerful model he could get and still have a factory radio!

Phil ordered his car with a nice mix of performance and comfort options. This satisfied his love of power and speed, while also offering an acceptably comfortable and enjoyable ride for friends. Phil took delivery of his car in August of 1968. Then he was all set to speed off to Knoxville in the fall in his "Big Orange" Corvette, radio blaring loudly, to cheer on the Vols when they played home games in "Big Orange Country"!

GOLD COLLECTION



Owned by: Len Besinger, Streamwood IL

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part of the Hall of Fame,
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our quality strives
to be the best
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The advertisement features a circular inset image of a black Corvette with a white racing stripe. Below it, another circular inset shows a close-up of a black leather Corvette interior seat. A checkered racing flag pattern runs diagonally across the bottom of the text area.

1968 Corvette 327/300 Convertible # 27576

Owned by: Len Besinger, Streamwood IL

Benchmark,[®] Top Flight, Triple Diamond

On Aug. 16, 1968, Joseph D. Evans, a Chicago stockbroker, had just finished out a great week in the market and wanted to reward himself. His assistant's family owned Clark-Maple Chevrolet on the Gold Coast of Chicago; he left the office early and went down to purchase the last remaining 1968 Corvette they had. The car was pretty basic with no real frills, just a 327/300 convertible with an AM/FM radio, 4 speed, tinted glass, posi-traction and white striped Goodyears. Joe loved the clean look of the Polar White paint and took delivery that very day after negotiating a \$500.00 discount on the car.

He drove it straight home to give his young son a ride. Joe cherished the Corvette and rarely drove it, selling in May 1990 to Phil Albue of Elmhurst, IL. Phil also had a young family and rarely drove the car adding less than 10,000 miles. I purchased the car in October of 2016. The top is like new as both previous owners never drove with it up. The car displays a 1968 Chicago vehicle tax sticker on the windshield as well as the 1968 dealer license plates from Clark-Maple Chevrolet where the car was originally purchased.

Awards include Benchmark, 3 NCRS Top Flights, and MCACN Triple Diamond.



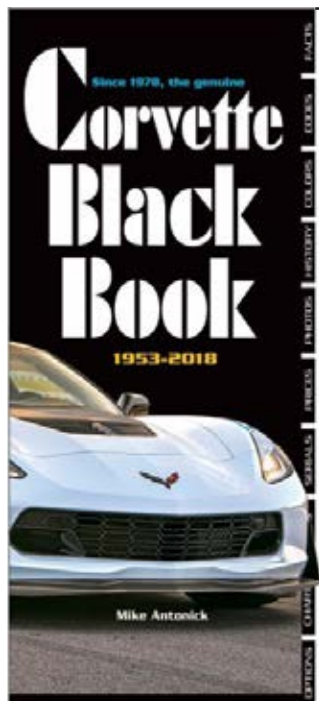
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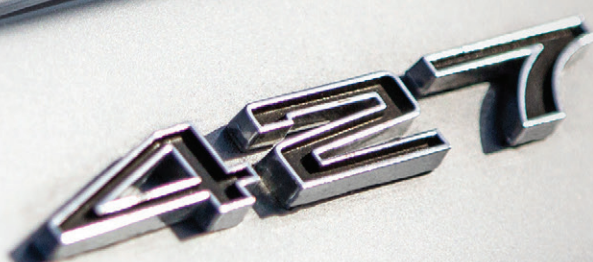


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