

*Jerry MacNeish's*  
**CAMARO HI-PERFORMANCE, INC.**  
Consultant, Appraisal and Authentication Services  
Specializing in Drive-Train Restoration & Technical Publications  
5750 Kinsmen Courage Court  
Eldersburg, Maryland 21784

Web Site: [www.z28camaro.com](http://www.z28camaro.com)

Phone: 410-781-0418

E-mail: [z28camaroman@juno.com](mailto:z28camaroman@juno.com)

**“IAAA CERTIFIED”**

**APPRAISAL-CERTIFICATE OF AUTHENTICITY**

**Owners Name:** Kent Waters

**Address:** Deleted for privacy

**City:** Deleted for privacy

**State:** GA

**Zip Code:** Deleted

**Phone:** Deleted for privacy

**Vehicle Make:** Chevrolet Camaro

**Model:** Z28

**Year:** 1969

**VIN Number:** 124379N509335

**Trim Plate Data:**

**BUILD DATE:** 09C

**PAINT CODE:** 79-79

**OPTION CODES:** N/A

**NOR #** 102589

**TRIM CODE:** 711

**Drive Train Numbers:**

**Engine :** V0912DZ assm date, “386” block, casting date I28, 302-290 horsepower V-8 engine, vin stamped 19N509335

**Transmission:** P9M31 assm date stamp, “660” case, Muncie 4-speed trans, vin stamp on case, 19N509335

**Rear Axle :** BV0919G1 assm date, 12-bolt axle housing, casting date H58, #860NF, positraction 4.10 rear axle

**Documentation:** Window sticker, protect-o-plate, purchased new from Briden Chev, Valier, MT. 11-15-68

**Paint Condition:** Excellent, correct Rally green paint with white stripes, stripe position very good

**Interior Condition:** Excellent, new reproduction black std interior, console and gauges

**Engine Bay:** Excellent, just a few minor component and finish issues that need to be addressed

**Under Carriage:** Excellent, new floors and trunk that are restored to new condition

**Comments :**

This 1969 Camaro, vin #124379N509335 has been certified by Camaro Hi-Performance. According to our data base and historical Chevrolet records, this car is an original Z28 302-290 horsepower V-8 with Muncie 4-speed transmission and factory 12-bolt rear axle. This Camaro and trim tag are certified as real and authentic. The exterior and interior colors are correct for this vehicle and match the trim identification tag on the firewall. Summary; car falls into the concours restored category with some final assembly that still needs to be done. Only 20,302 1969 Z28s were produced making the Z28 Camaro one of the most desirable muscle cars in today’s market place. Rally green is one of the more desirable colors for the 1969 Z28. Page two of this report will address any component and fastener issues that need to be corrected at the time of my inspection. Correcting these issues will enhance the value and authenticity of this vehicle. The cross-ram intake manifold and 4295 carburetors are real and authentic, not reproductions. Excellent original documentation file with this Z28 Camaro. Restoration drive train.

6-1-08

Jerry MacNeish, Certified Appraiser, IAAA ID#1007319906  
Certified Diamond Judge, American Camaro Association  
Technical Advisor, International Camaro Club

**Estimated Value:** \$100,000.00-\$120,000.00 restored condition

*Jerry MacNeish's*  
**CAMARO HI-PERFORMANCE, INC.**  
Consultant, Appraisal and Authentication Services  
Specializing in Drive-Train Restoration & Technical Publications  
5750 Kinsmen Courage Court  
Eldersburg, Maryland 21784

Web Site: [www.z28camaro.com](http://www.z28camaro.com) Phone: 410-781-0418 E-mail: z28camaroman@juno.com

**“IAAA CERTIFIED”**

**APPRAISAL-CERTIFICATE OF AUTHENTICITY**

**Page Two:**

**Vehicle Component Issues:**

- ? reproduction master cylinder and no US stamp
- ? cone nuts missing from master cylinder mounting to booster
- ? clutch bell crank should be dark gray phosphate in color
- ? proportioning valve mounting screw is incorrect, should be silver cadium with star washer
- ? alternator pulley and alternator is a reproduction
- ? incorrect smog tubes on engine
- ? polished valve covers are not correct for 1969 302 engines, should have satin finish
- ? heater hose water pump nipple is too long
- ? right side wire loom should be painted Chevrolet orange
- ? incorrect fan blade on engine
- ? service replacement balancer
- ? upper radiator shroud bolt is incorrect
- ? oil galley plug in engine block above timing cover is incorrect
- ? heater box nuts should be dark gray phosphate in color
- ? wire gutter screws on firewall should be phosphated, not silver zinc
- ? valve covers are reversed and on the wrong side
- ? AC spark plugs should have four green rings
- ? incorrect dip stick gauge
- ? rubber fuel line clamps should have squared ends, not rounded
- ? clutch boot on firewall has incorrect screws
- ? sway bar links installed upside down and incorrect yellow plating
- ? radiator pet cock has flutes pointing away from engine, should point towards engine
- ? vacuum advance on distributor is painted, should be silver zinc plated
- ? battery cable clips are missing from sub frame
- ? sway bar mounting brackets should be painted semi gloss black
- ? firewall seam sealer is not thick or wide enough, should be able to see brush strokes
- ? Z28 stripes are clear coated over, should be able to feel the stripes
- ? floor pan plugs are installed upside down, use white colored sealer to install
- ? door striker hardware should be painted over, incorrect flat head Phillips screws in doors
- ? rear leaf springs have heavy paint, should have dark brown natural heat treated finish
- ? remove rubber inserts from fuel tank straps, never were factory installed
- ? 12-bolt rear axle cover should have painted cover bolts, not plated
- ? trim u-bolts and t-bolts, should be about ¼” past the end of the nuts
- ? trunk striker should be painted body color
- ? late style deck lid, should have early style without Trans-Am spoiler holes
- ? deck lid bolts should be painted body color
- ? door hinge bolts should be painted body color, not black
- ? transmission has drain plug hole, only M22s had drain plug
- ? plating on shifter levers, two on side cover should be yellow zinc and reverse should be black phosphate
- ? fuel line clamps on sub frame should be dark blue plated
- ? Z28s had four leaf rear springs
- ? incorrect yoke on rear axle, should have yoke with straps, not u-bolts

## **Page Three:**

### **Vehicle Component Issues Continued:**

- ? rear wheel wells should have heavier undercoating in them
- ? rear shackles should be painted semi gloss black, not plated silver zinc
- ? seat back locking strikers should be plated silver cad, not painted in cast blast.

### **Options:**

- ? A01 tinted glass
- ? A82 head rests
- ? D55 console
- ? D80 spoiler equipment
- ? G80 positraction axle, 4.10 ratio
- ? J52 power disc brakes
- ? M20 4-spd wide ratio transmission
- ? PU6 E70 x 15" Wide Tread GT Tires
- ? U17 special instrumentation
- ? U63 AM radio
- ? VE3 special front bumper
- ? ZK3 deluxe seat belts
- ? Z22 rally sport equipment
- ? Z28 special engine and equipment package, 302-290hp V-8

### **Special Note:**

Gary Fitzgibbon owned car, showed up again on ebay 10/07, was in PA. Was still a shell, but it was unclear if it was the original one or not.

### **Credentials:**

Jerry MacNeish of Camaro Hi-Performance is a Maryland-state licensed and nationally-certified International Automobile Appraisers Association (IAAA) appraiser. He has written and published two best-selling Camaro fact books and many articles about the first-generation Camaro for various industry magazines. He has been the Vice President of "Concours" judging at the ACA Camaro Nationals since 1998, and currently is a Core member of the Camaro Research Group (CRG), which is one of the premiere Camaro research groups on the Internet. In years past, he has been an expert witness in Camaro related court cases, a certified "Diamond" master judge with the International Camaro Club, The United States Camaro Club, and The Maryland Camaro Club.

**Inspection Location:** Kent Water's Restoration shop, Gainesville, GA