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Classic Sports Cars INC.

P.O. Box 1341 • 819 Carswell Ave. • Holly Hill, Florida 32017
(904) 253-2575 — 1-800-356-2575

July 27, 1988

9 pgs

ORIGINAL

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Administrator, National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: VIN Assignment

Please be advised that Classic Sports Cars, Inc., incorporated on January 8, 1988 under the laws of the state of Florida, located at 819 Carswell Avenue, Holly Hill, Fl., in the county of Volusia, shall manufacture automobiles, as described herein.

ITEM 1) Passenger cars, e.g. 2 door convertibles, whose gross vehicle weight is less than 3,000 lbs. Descriptive brochures of the two models we currently manufacture are enclosed.

Also, please be advised that pursuant to a letter received from SAE the first three digits of the 17 digit VIN for our cars shall be 1C9 and that the 12th, 13th, & 14th digits shall be "369" respectively.

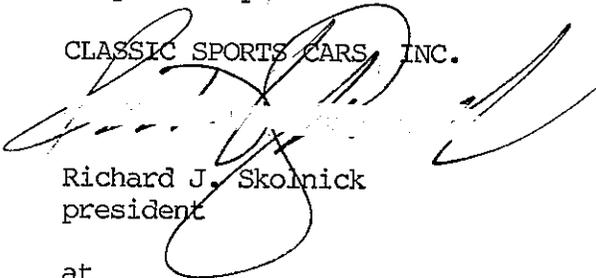
The VIN sequential series shall start 101. The code to decipher the second section shall be:

- ___ model A=XC-53 B=MIGI C=Other
- ___ Series A=Kit Assembly B=Factory Complete
- ___ Chassis 1=Front Engine 2= Rear Engine
- ___ Engine Type 1=Chevrolet 2=VW 3=Other
- ___ Restraint System 1>manual belts

Also be advised that these are class A vehicles weighing less than 3,000 lbs.

Respectfully,

CLASSIC SPORTS CARS, INC.



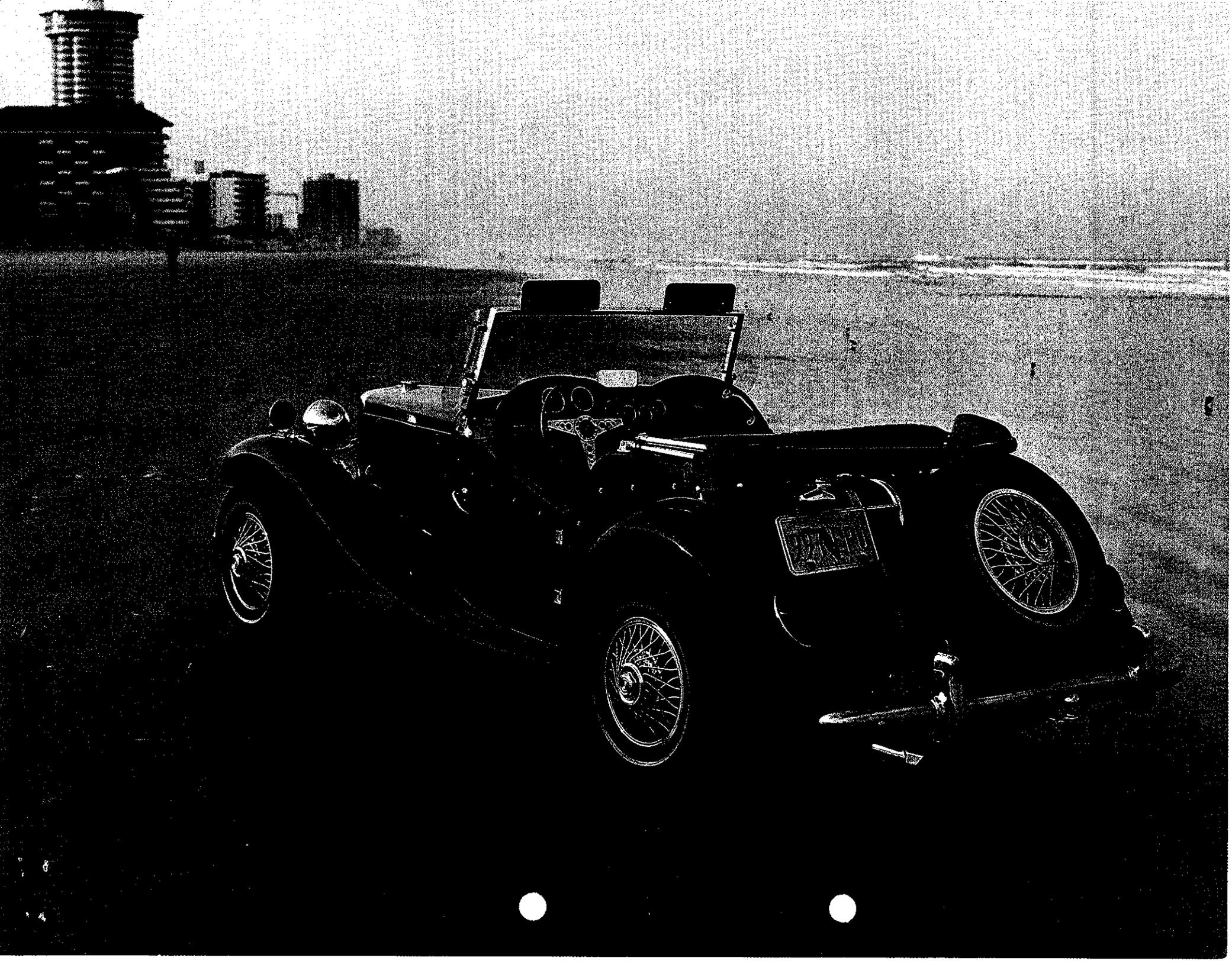
Richard J. Skolnick
president

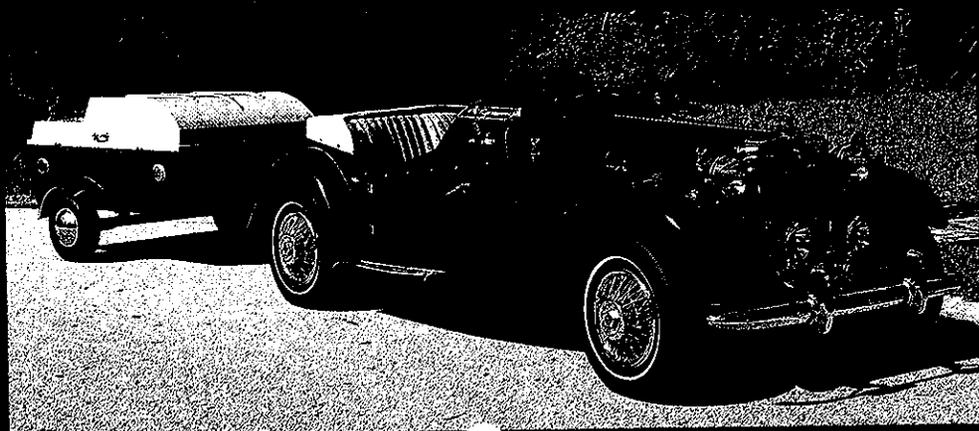
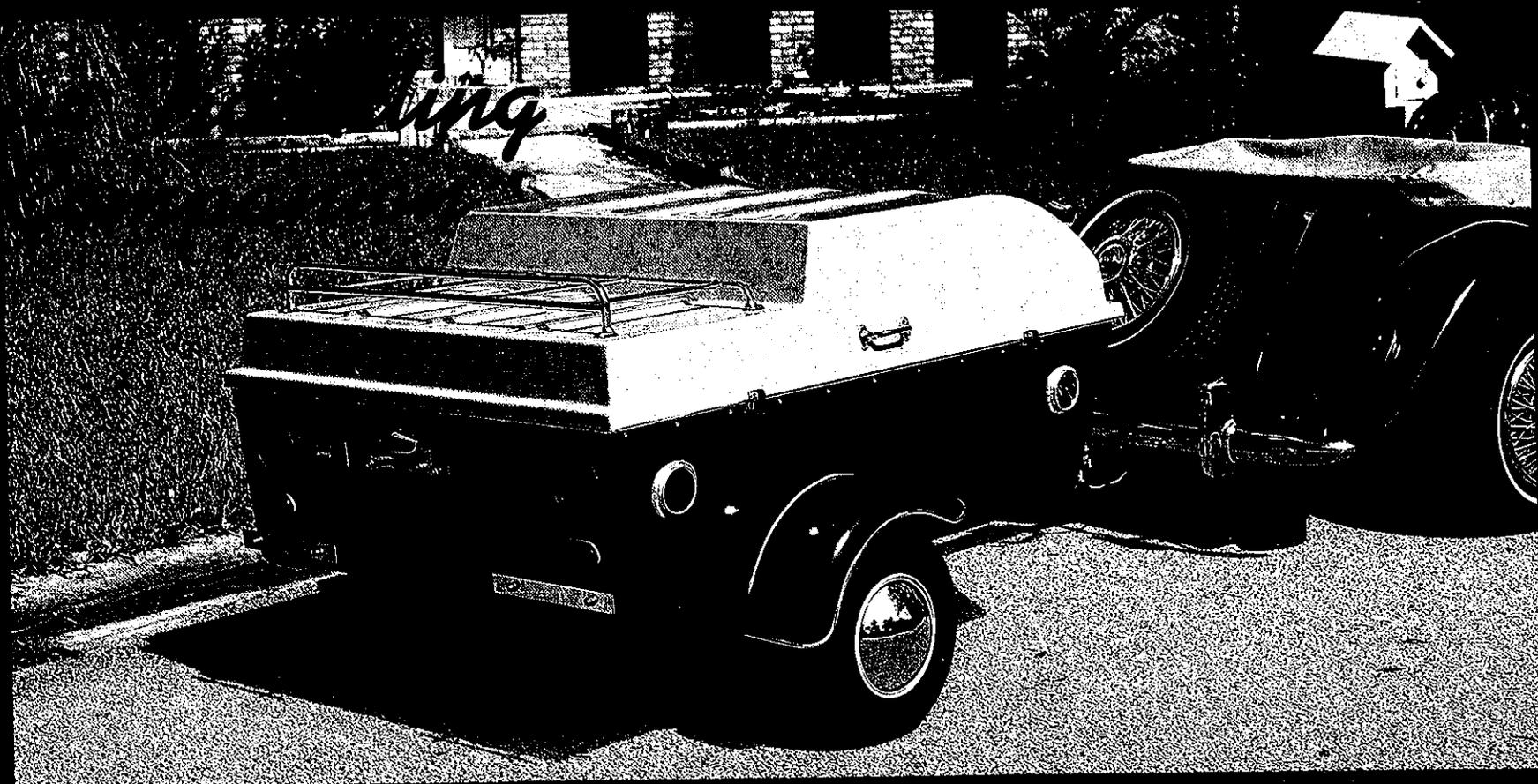
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enc.



The car is a Buick, and the driver is wearing a helmet. The car is a vintage model, and the logos on the side indicate it is the official pace car for the St. Petersburg Grand Prix. The car is white with black accents, and the text 'ARMSTRONG RUBBER COMPANY' is visible on the front fender. The car is parked on a dark surface, and the background is dark.





A blast from the past

Feeling nostalgic? Take one XC-53 and call me in the morning

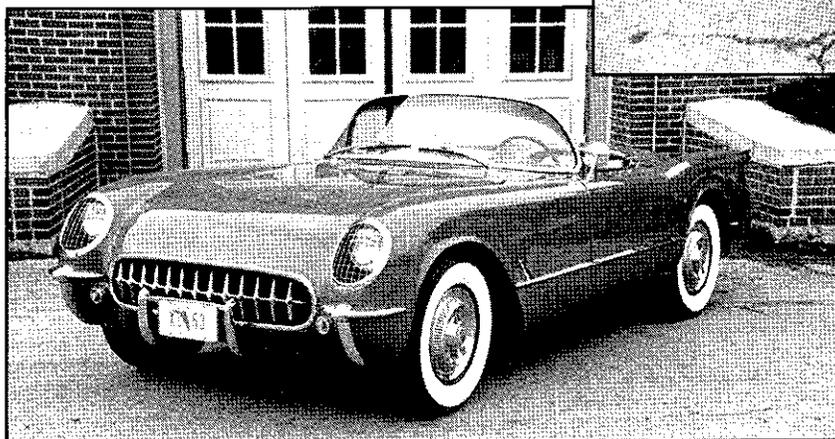
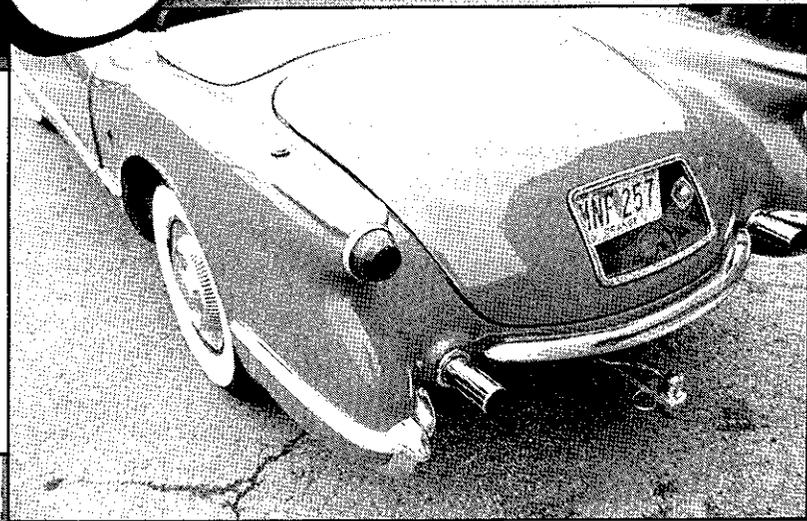
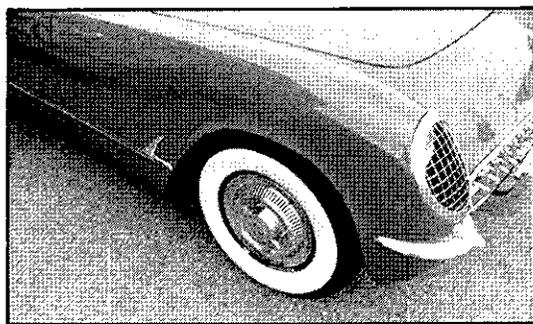
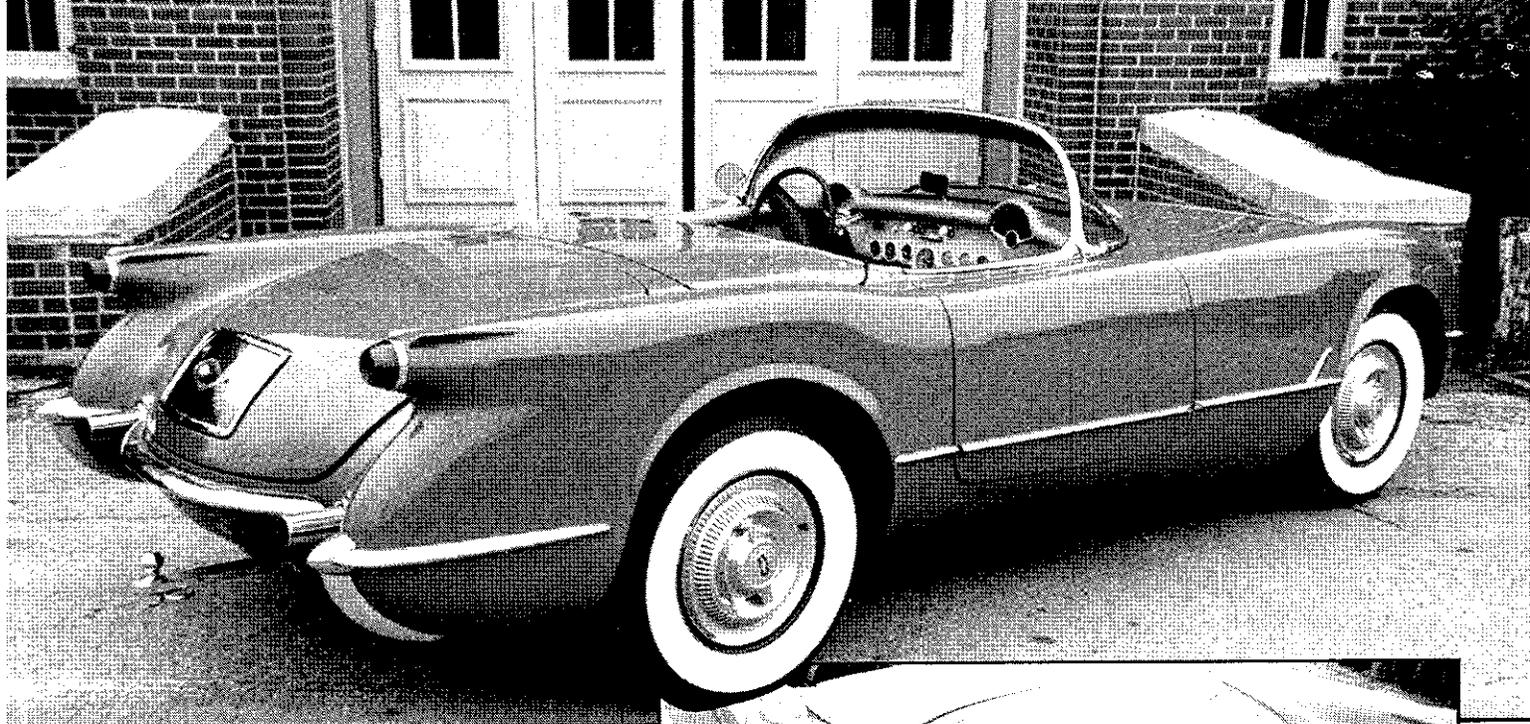
Michael Baranowski



In late 1953 a new breed of car was born at Chevrolet — a two-seat sports car. Dubbed the Corvette, this car would be a radical departure from the norm for a number of reasons. Most significantly the body was fiberglass, a then exotic material. The end of the model year would see a total of 300 Corvettes roll off the line. You would find few arguments to that statement. “The 1953 Corvette revolutionized the automotive industry.” Indeed it did and, once again,

the venerable 'Vette is about to revolutionize the kit car industry. This time around however, the car is not rolling out of the Chevrolet factory, but out of the shops at Bob Teitz's Kit Car World. What Bob has accomplished is nothing less than spectacular and that's no idle boast. In the past I'd heard of an assortment of companies building the classic Corvette but they either went broke prior to production or simply didn't have the capital (or expertise) to manufacture the car. Luck-

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ily for you Chevy lovers, Bob Tietz has the capital, the time, and the ability to put one of these cars into your driveway if you so desire. We managed to capture this orange version of the car at the SAMA Nats in Columbus. After the event Bob loaded up the travel trailer attached to the rear and drove the car back to Orlando. After all, he drove the car to the show, why shouldn't he drive it home?

Let's take a closer look at how this beautiful impostor goes together.

Like many of the new breed of kits, this one uses a custom built 3" x4" ladder frame with all cross members, engine mounts, and a custom fuel cell mounted into place. All that's left for you to do is mount your donor car parts. In keeping with the all-Bowtie theme the XC-53 utilizes pre-1974 Nova parts like the front and rear suspensions plus engine and tranny of the donor vehicle. The small block fits quite nicely under the hood and really gives the car some big league power.

The body of the car is far and away better quality than the real McCoy. In 1953 fiberglass technology was in its infancy and the bodies for the original 300 bear this out. To say the 'glass was wavy would be putting it politely. You won't have any problems like that with the XC-53 since the fiberglass is mirror smooth.

Speaking of smooth, the interior, quite frankly, is beautiful. About the only give-away is the tilt steering wheel. Otherwise the car looks spot-on to the original 'Vette. The modified bucket-style seats are covered with naugahyde as are the door panels. Even the seat belts are color matched to the interior.

Bob has taken the time to detail this car the way it should be done. The whitewall tires, grille, and headlight covers add to the authentic look of the car and while I'm not really a Chevy fan (Blasphemer!) this is a reproduction of a GM product that I'd welcome to my garage. **KCI**

STYLE: Distinctive Form of Expression



A distinctive form of expression is in the car you drive. Express your own style in a distinctive automobile. Available in component or turn-key form.

This beautiful hand crafted automobile is now being built to order. The XC-53 is a painstakingly exact reproduction of the 1953 Corvette*; correct in size to the original. Built as a unit utilizing proven GM* components, box steel frame, mirror smooth fiberglass skin bonded with todays technology and comforts. The XC-53 is THE AMERICAN SPORTS CAR.

"The body of the car is far and away better quality than the real McCoy. In 1953 fiberglass technology was in its infancy and the bodies of the original 300 bear this out. To say the glass was wavy would be putting it mildly. You won't have any problems like that with the XC-53 since the fiberglass is mirror smooth. Speaking of

smooth, the interior, quite frankly is beautiful. About the only give-away is the tilt steering wheel. Otherwise the car looks spot-on to the original 'Vette."

— Kit Car Illustrated, October 1987

"For Corvette lovers who can't overcome the high price of the real thing, this replica is a blessing. For kit car lovers who have always wanted a classic in the true American Sports Car tradition, its a dream fulfilled."

— Petersen's Kit Car, July 1983

"Among the cars more authentic interior features are door panels with storage pockets and stage 1 gauges that better resemble those of the real Corvette."

— For Vettes Only, April 1987

XC-53 SPECIFICATIONS

POWER PACKED CHASSIS

ENGINE: GM* 350 Cu. In. OHV 90° V8

TRANSMISSION: GM* 350 Turbo Hydromatic

SUSPENSION: Coil front, Leaf rear with shocks

STEERING: Power

BRAKES: Disk front, Drum rear

WHEELS: Steel 15" x 5",
Wire Lip Lace 15" x 5"

TIRES: 6:70 x 75 Radial

FRAME: Extra-rigid, 3" x 4" 11 gauge steel
box with Chevrolet* cross member

GAS TANK: 14 gallons, behind seats.
Concealed filler at side

CAR DIMENSIONS: Wheelbase 102",
Length 167", Height 33" at door top, Width
70", Tread 59" front, 59" rear. Curb weight
2970 lbs.

LIGHTWEIGHT BODY

BODY: Two passenger, open-cockpit body of
reinforced fiber glass, light, strong, durable,
rustproof, quiet and easy to repair. Wide
doors with inside release handles.

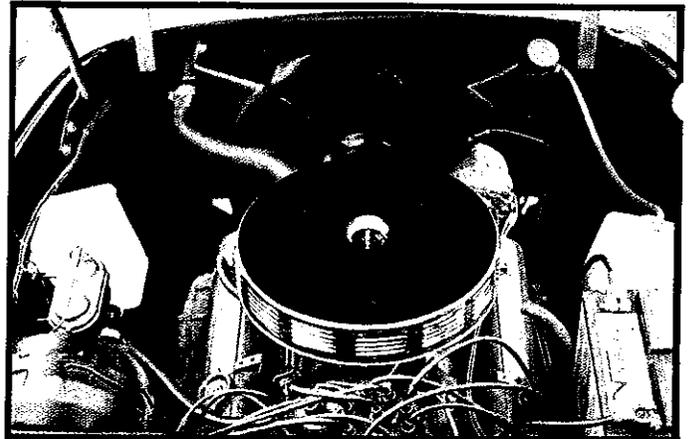
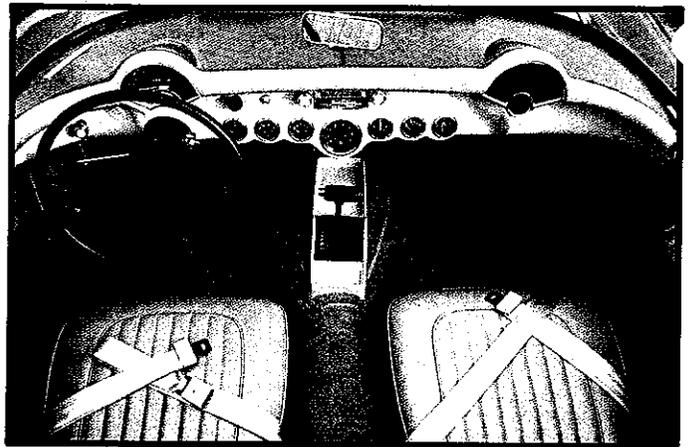
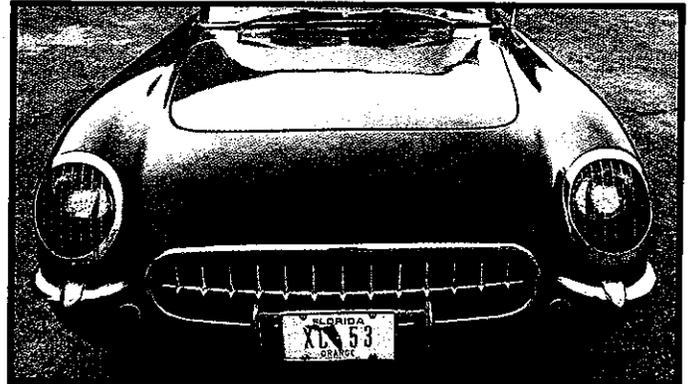
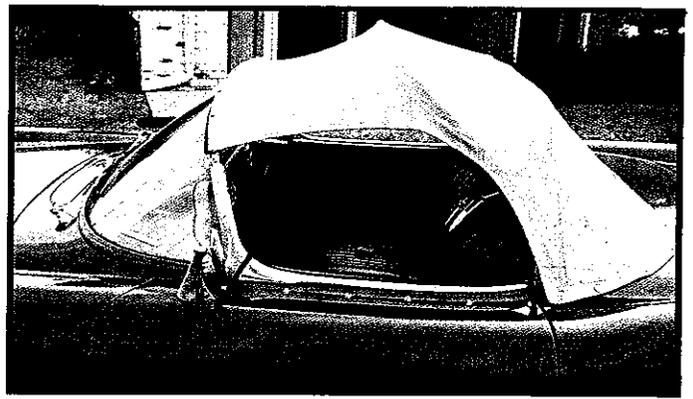
COMPARTMENTS: Front hinged hood with
inside release and automatically latching
support. Large carpeted luggage
compartment with spare wheel well under
the floor equipped with automatically
latching support and security lock.
Lockable concealed well for the top in rear
deck behind seats. Saddle covered door
pockets.

WS AND TOP: Curved safety plate glass, 53
degree slant. Vinyl fabric top with side
curtains and plastic rear window. Manually
adjusted supports and fittings.

COLORS: Exterior and interior same as the
original Corvette.* Custom colors on
request.

**GM, Chevrolet and Corvette are trade marks of the
General Motors Corp.*

NOTE: Some items listed are optional.



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