



Seq.	Build Date	Job #	VIN	Model	Trans	Axle
05	10/22/97	008950	1G1YY22GXW5109040	Coupe	Auto	GU2

From Betty Hardison, Resource Center Coordinator at the National Corvette Museum

In 1997, after building only 15 Aztec Gold [RPO 58U] 1998 C5 Corvettes, the color was discontinued. Problems with the paint made it impossible to continue production. It appears they built 5 in a row, took a break, built 5 more, then another break... and then the last 5 were completed. The #5 Corvette was among the last one of the first run.

Speculation is they were "adjusting" the paint formula. It has been said: "No two Aztec Gold C5's look alike." In other words, the various body panels of these C5's do not match up very well. Perfect for collectors!"

Sequence Number	Build Date	Job Number	VIN	Model	Transmission	Axle RPO
01	10/22/97	008946	1G1YY22G8W5109036	Coupe	Auto	GU2
02	10/22/97	008947	1G1YY22GXW5109037	Coupe	Auto	GU2
03	10/22/97	008948	1G1YY22G1W5109038	Coupe	Auto	GU2
04	10/22/97	008949	1G1YY22G3W5109039	Coupe	Auto	GU2
05	10/22/97	008950	1G1YY22GXW5109040	Coupe	Auto	GU2
06	11/06/97	010548	1G1YY22G8W5110638	Coupe	Auto	G92*
07	11/06/97	010549	1G1YY32G2W5110639	Convertible	Auto	GU2
08	11/06/97	010550	1G1YY22G6W5110640	Coupe	Auto	G92*
09	11/06/97	010551	1G1YY22G8W5110641	Coupe	Auto	G92*
10	11/06/97	010552	1G1YY22GXW5110642	Coupe	Auto	GU2
11	11/10/97	010898	1G1YY22G2W5110988	Coupe	Auto	G92*
12	11/10/97	010899	1G1YY32G7W5110989	Convertible	Six-Speed	GU6**
13*	11/10/97	010900	1G1YY22G0W5110990	Coupe	Auto	G92
14*	11/10/97	010901	1G1YY32G5W5110991	Convertible	Auto	GU2
15	11/10/97	010902	1G1YY22G4W5110992	Coupe	Auto	G92

*Performance Axle 315 Ratio

** (This The Only Aztec Gold Equipped with the Z51 Option)



1998 Corvette Retail Prices

Coupe \$37,495
 Convertible \$44,425

1998 Corvette Engines

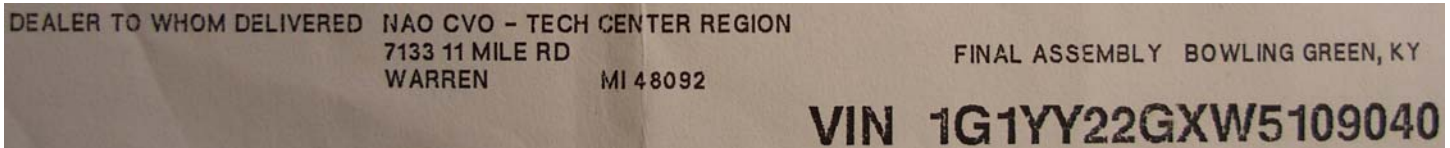
Engine	HP/TQ	0-60	Quarter Mile
5.68L V-8 LS1	345 HP @ 5600 RPM 350 lb-ft @ 4400 RPM	4.72 sec	13.36

1998 Corvette VIN Decoder

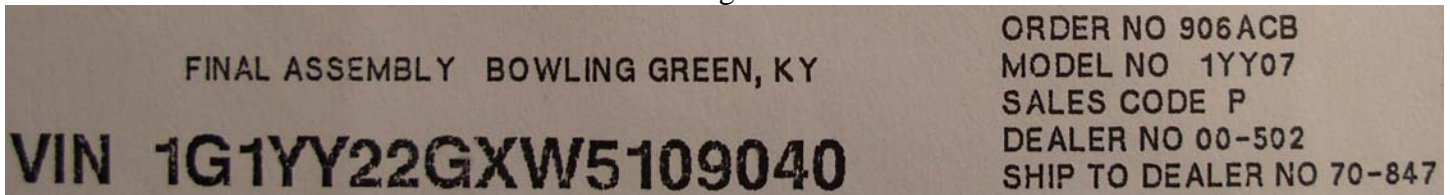
- 1 Country of Origin: USA
- G Manufacturer: General Motors 1
- Make: Chevrolet YY
- Carline/Series: Corvette 3
- Body Style: 2=Two door coupe, 3=Two door convertible 2
- Restraint Code: 2=Active
- Engine Type: G=LS1 G
- Check Digit: Varies X
- Model Year: W=1998 W
- Plant: 5=Bowling Green, Kentucky 5
- Production Number: Between 100000-131069

Engine Codes

ZZD 5.68L V-8 LS1 345 HP, 350ci (manual transmission)
 ZZC 5.7L V-8 LS1 345 HP, 350ci (automatic transmission)



Pictures from the Original Window Sticker



SERVICE PARTS IDENTIFICATION

DO NOT REMOVE

1G1YY2GXW5109040

1YY07

AAB AG2 AK5 AQ9 BGR B34 B84 CC3 CJ2 DL5 DL8
 D42 FE1 FE9 GU2 IL3 JL9 K63 LS1 MX0 M30 NF2
 NK4 QD4 R6K R7G R9Z T96 UL0 UV7 UZ6 U1S U52
 VM3 V73 XGG YGH 1AZ 1SA 58U 671 673

BC/CC

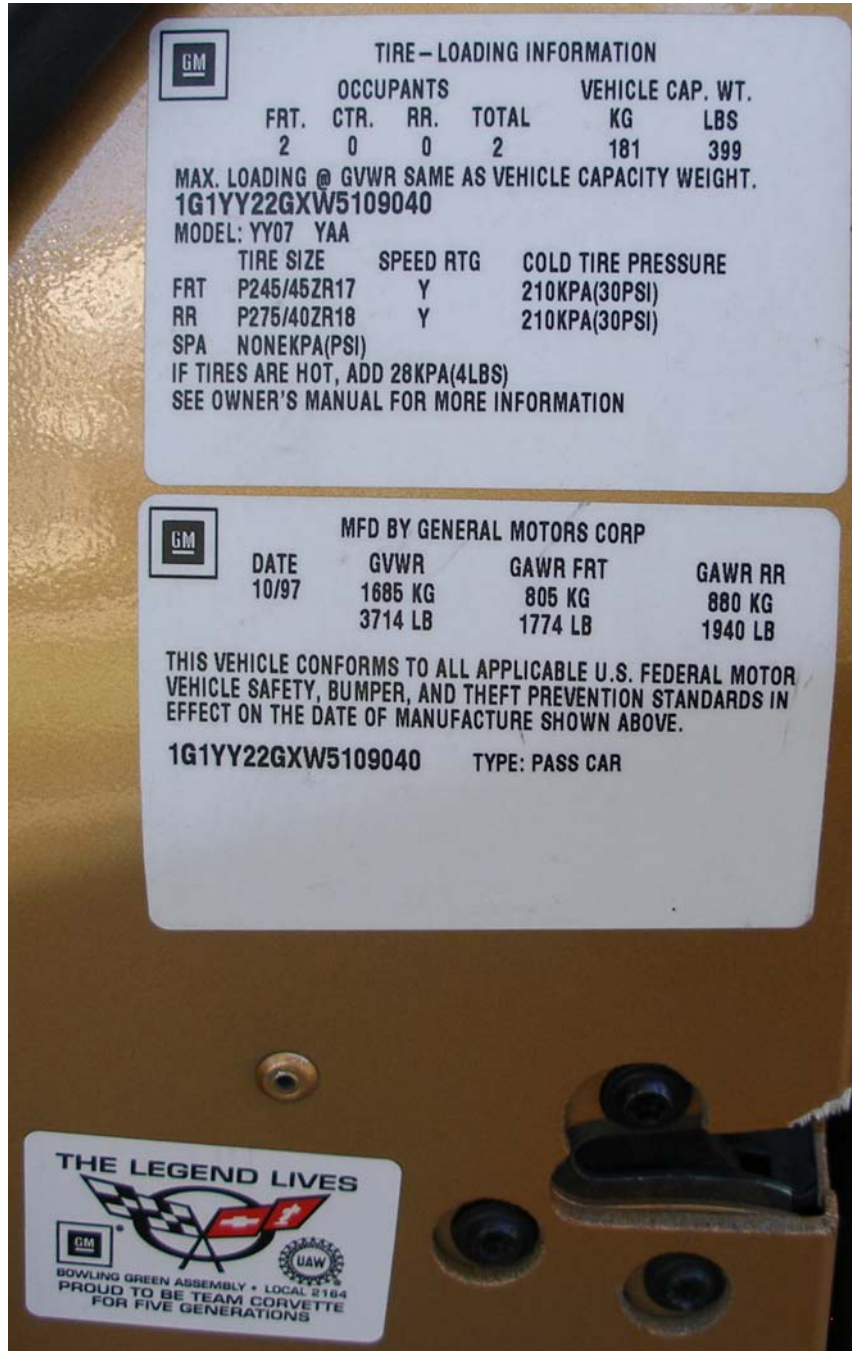
U 170E

673

RPO Option Code	Description	Coupe (Domestic)	%	Convertible (Domestic)	%	Total (Including Exports)	%
	TOTAL PRODUCTION-W/EXPORTS	19235	61.88	11849	38.12	31084	100
70U	TORCH RED EXTERIOR	5031	28.6	2995	27.0	8767	28.2
41U	BLACK EXTERIOR	3746	21.3	2354	21.2	6597	21.2
13U	BRIGHT SILVER METALLIC EXTERIOR	2835	16.1	1273	11.5	4637	14.9
10U	WHITE EXTERIOR	1941	11.0	1214	10.9	3346	10.8
11U	PEWTER METALLIC EXTERIOR	1992	11.3	1133	10.2	3276	10.5
53U	TOREADOR RED METALLIC EXTERIOR	982	5.6	513	4.6	1567	5.0
21U	RADAR PURPLE METALLIC EXTERIOR	0	0.0	1111	10.0	1163	3.7
23U	BRIGHT BLUE EXTERIOR	707	4.0	300	2.7	1098	3.5
95U	MAJESTIC AMETHYST METALLIC EXTERIOR	215	1.2	146	1.3	381	1.2
87U	FAIRWAY GREEN EXTERIOR	129	0.7	60	0.5	223	0.7
28U	NAVY BLUE EXTERIOR	12	0.1	2	0.0	14	0.0
58U	AZTEC GOLD METALLIC EXTERIOR	12	0.1	3	0.0	15	0.0
41T	BLACK TOP	0	0.0	7990	72.0	8630	27.8
67T	LIGHT OAK TOP	0	0.0	2308	20.8	2376	7.6
16T	BRIGHT WHITE TOP	0	0.0	806	7.3	843	2.7
19I	BLACK INTERIOR TRIM	9894	56.2	6648	59.9	18338	59.0
67I	LIGHT OAK INTERIOR TRIM	2969	16.9	2720	24.5	5871	18.9
92I	PEWTER INTERIOR TRIM	3914	22.2	1289	11.6	5450	17.5
94I	FIRETHORN RED INTERIOR	825	4.7	447	4.0	1425	4.6
1SA	PACKAGE OPTION 01	17588	99.9	1	0.0	19542	62.9
1SB	PACKAGE OPTION 02	0	0.0	11077	99.8	11500	37.0
1AZ	Modification stock order or order sold						
1SA	Marketed option package 1						
AAB	MEMORY SEATS	12885	73.2	9320	83.9	24234	78.0
AG2	PASSENGER POWER SEAT	15672	89.0	10586	95.3	28575	91.9

AQ9	PASS & DRIVER RECLINING BKT SEATS	11617	66.0	8882	80.0	22675	72.9
AK5	Inflatable Restraint System, Front Seat, Driver and Passenger						
AR9	PASS & DRIVER RECL BKT SEATS – EUROPEAN STYLE	5985	34.0	2222	20.0	8409	27.1
B34	CARPETED INSERT – FRONT FLOOR MATS	17295	98.3	10968	98.8	30592	98.4
B84	EXTERIOR B/S MOLDING	10154	57.7	5619	50.6	17070	54.9
BGR	Bowling Green Plant Processing						
C2L	DUAL REMOVABLE ROOF PACKAGE	5496	31.2	0	0.0	5640	18.1
CJ2	HVAC System, Air Conditioning, Automatic Control						
C00	ROADSIDE SERVICE DECAL INFORMATION	3167	18.0	1128	10.2	28665	92.2
CC3	REMOVABLE ROOF HATCH	6591	37.4	0	0.0	6957	22.4
CF7	REMOVABLE ROOF – NON TRANSPARENT	5515	31.3	0	0.0	6638	21.4
DL5	Decal, Roadside Service Information						
DL8	LH/RH Heated Sport Mirrors						
D42	Luggage Shade(Coupe)/Parcel Net						
F45	VARIABLE CHASSIS, REAL TIME DAMPING	4228	24.0	3184	28.7	8374	26.9
FE1	SOFT RIDE SUSPENSION	15063	85.6	9592	86.4	26835	86.3
FE3	SPORT RIDE SUSPENSION	2539	14.4	1512	13.6	4249	13.7
FE9	FEDERAL EMISSION CERTIFICATION	14174	80.5	8720	78.5	25272	81.3
G90	REAR AXLE RATIO – 3.15	6810	38.7	4942	44.5	13416	43.2
G92	REAR AXLE RATIO – PERFORMANCE	6810	38.7	4940	44.5	13331	42.9
GU2	REAR AXLE RATIO – 2.73	6873	39.0	3512	31.6	10562	34.0
GU6	REAR AXLE RATIO – 3.42	3919	22.3	2650	23.9	7106	22.9
IL3	Trim, Interior Design(L3) (Base w/AQ9)						
JL4	ACTIVE BRAKE CONTROL	2312	13.1	2874	25.9	5356	17.2
JL9	Brake System, Power, Front & Rear Disc, Antilock						
K63	Generator 110 Amp						
LS1	Engine, Gas, 8 Cylinder, 5.7L SFI Alum (VIN G)						
M30	ELECTRONIC 4 SPD AUTO TRANS	13683	77.7	8454	76.1	23978	77.1
MM0	MANUAL 6 SPD – BORG WARNER	3919	22.3	2650	23.9	7106	22.9
MX0	Merchandised Transmission, Automatic O/D Provisions						
NF2	Emission System, Federal, Tier 1						
NK4	Steering Wheel, Sport Leather						
N73	SPORT CUSTOM WHEELS	155	0.9	78	0.7	1425	4.6
QD4	ALUM. WHEELS FRT – 17x8.5, RR 18x9.5	17447	99.1	9915	89.3	28511	91.7
R6K	Control sales item 11						
R7G	Control sales item 32						
R9Z	Control sales item 100						
T96	FOG LAMPS	16420	93.3	10688	96.3	29310	94.3
CJ2	AIR COND. W/ AUTO TEMP CONTROL	14435	82.0	9976	89.8	26572	85.5
U1S	MULTIPLE CD PLAYER	8729	49.6	6089	54.8	16513	53.1
UL0	AM/FM STEREO CASSETTE W/ AUTO REV. AND SEARCH	6882	39.1	4455	40.1	12871	41.4
UN0	AM/FM STEREO CASSETTE	10720	60.9	6649	59.9	18213	58.6
UV7	Windshield Antenna						
UZ6	Speaker System, 6, Quad Front Door Mounted, Dual Quarter Mounted						
U52	Electronic instrument cluster						

V73	Vehicle Statement, US/Canada						
VM3	Label Information, consumer contains BPR IMP Standard						
V49	LICENSE PLATE FRAME	9834	55.9	5783	52.1	16087	51.8
XGG	FRT TIRE P245/45R17-89Y BW TL SBR HW4 EMT	17602	100.0	11103	100.0	30750	98.9
YGH	REAR TIRE P275/40R18-94Y BW TL SBR HW4 EMT	17602	100.0	11103	100.0	30750	98.9
Z4Z	INDY PACE CAR MERCH. PACK	0	0.0	1111	10.0	1163	3.7
Z51	PERFORMANCE HANDLING PACKAGE	2539	14.4	1512	13.6	4249	13.7





Car was signed by Wil at Funfest 9-22-07

Wilmer (Wil) Cooksey, Jr.

Wil Cooksey was named manager of the world's only Corvette plant in February of 1993. As a lifelong fan of the car, it was a dream job come true.

Born in Fort Worth, Texas, Cooksey received a Bachelor of Science degree in electrical engineering from Tennessee State University in 1965. He earned a Master's degree in industrial engineering from the University of Toledo in 1972 and completed post graduate work in mechanical engineering at Michigan State University.

A Distinguished Graduate of the Officer's Training School, Cooksey served as an executive officer in the U.S. Army Artillery, 1st Lieutenant. His last assignment was a year in Vietnam. For his efforts while in Vietnam, he was awarded the bronze medal.

Cooksey's General Motors career is the epitome of achievement beginning with his first job as an assistant professor in industrial engineering at GMI in Flint, Michigan. In 1976 he transferred to the St. Louis plant where he held several positions before being transferred to the Doraville plant in Atlanta. After working at various superintendent positions at Doraville, he was named the production manager at the Fairfax plant, the position he held until his current assignment.

Cooksey takes an active role in the community. He currently serves on the boards of the United Way of Bowling Green, First American Bank, Greenview Hospital, the Kentucky Museum, Western Kentucky University School of Business Advisory Board, Drug Abuse Resistance Education Advisory Council and Advancing Minorities' Interest in Engineering Executive Advisory Board.

In 1997 Cooksey received the "Black Engineer of the Year President's Award." Also in 1997, Austin Peay University named him "Achiever of the Year" in their Focus Program. This year Cooksey received a Presidential Citation from the National Association for Equal Opportunity in Higher Education in recognition of exemplary experience that honors Tennessee State University. *Dollars & Sense Magazine* honored Cooksey in their 1998 "Salute to America's Best & Brightest Business and Professional Men and Women." Cooksey is featured on the cover of *African Americans on Wheels* magazine as they named the Corvette the "Best Urban Car of the Year." He has been honored as an Outstanding Graduate of Tennessee State and named a "Black Achiever in the Industry" by the Southern Christian Leadership Conference.

In his free time, Cooksey likes excitement. His hobbies include drag racing and flying airplanes. He resides in Bowling Green with his wife, Elizabeth, a teacher at Western Kentucky University. They have two children, David and Crissy.



Car was also signed by Dave McLellan and Tom Wallace at Funfest 9-22-07

Tom Wallace, Corvette Chief Engineer

On Jan. 1, 2006, Tom Wallace officially became the car guy with the best job in the world. On that day he succeeded Dave Hill as Corvette chief engineer and vehicle line executive (VLE) for performance cars. Wallace became only the fourth person to carry the title of Corvette chief engineer in the marque's history, joining an exclusive club whose membership includes Zora Arkus-Duntov, Dave McClellan and Hill.

As the head of the Corvette Nation, Wallace is the steward of the Corvette legend and the head of an extended family of Corvette enthusiasts, owners, collectors and racers. He is the right gearhead for the job, with more than 30 years of experience as a hands-on builder, restorer, race car driver and all-around car nut.

Wallace, 57, was born in Pittsburgh. He began his GM career as a cooperative student with Buick Motor Division in 1970. He held several engineering positions focusing on engine technology and played a key role in the development of the turbocharged Buick Grand National coupes of the early '80s. Wallace most recently was vehicle line executive for Small/Midsize Trucks.



Car # 1

Car # 5

Car # 10

David R. McLellan, Corvette Chief Engineer

Career Highlights

- Upon receiving his Mechanical Engineering degree at Wayne State University in 1959, he immediately began working as a noise-and-vibration engineer at GM's Milford Proving Grounds.
- In 1968, he moved into GM's vehicle dynamics testing program where he learned much of his knowledge on automotive handling and suspension technology.
- In 1969, he joined Chevrolet and worked for a short time on the 1970-1/2 Camaro and then moved on to the ill-fated Nova/Camaro/Corvette program originally started by John Delorean. During this time, he also worked as a chassis engineer on the Nova/Camaro platform.
- After earning his Master of Science degree, he began working as a staff engineer under Zora Arkus Duntov, Corvette's first chief engineer. He held this position for approximately 6 months until he took over after Zora retired.
- On January 1, 1975, he became Corvette's second Chief Engineer after Zora and retired in 1992.
- After 17 years at Corvette's chief engineer, he continues to act as an automotive consultant and served as a board member at Porsche Engineering Services (Troy, MI).
- Consultant to the Tank Automotive Command (TACOM), Stewart and Stevenson, and Pinnacle Associates.

Technical Achievements

Dave McLellan was responsible for keeping the Corvette on the cutting edge of technology as seen by the following achievements:

- Introduced tuned-port injection on the 1985 Corvette.
- Added anti-lock brakes before the Corvette's top competitors did.
- Introduced the 1986 Corvette convertible. The last Corvette convertible built prior to 1986 was the 1975 model year.
- Responsible for the 1990-1995 ZR-1 and heavily promoted and supported the project at Chevrolet from concept to production.
- Introduced the ZF 6-speed manual transmission on the 1989 model year.
- In 1990, he achieved the prestigious Edward N. Cole Award for Automotive Engineering Innovation by the Society of Automotive Engineers (SAE). The award was presented to him for his adaptation of technology to the Corvette platform.
- In 1992, he introduced the 300 hp LT1 engine and Anti-Slip Regulation (ASR) commonly referred to as "traction control".
- Author a paper for the Society of Automotive Engineers entitled: "Increasing the Safe Driving Envelope -ABS, Traction Control and Beyond".
- He is responsible for much of the design and engineering that was seen in the C5 platform introduced in 1997.
- He has published a book entitled "Corvette From the Inside: The 50 Year Development History as told by Dave McLellan, Corvette's Chief Engineer 1975-1992", published by Bentley Publishers in June, 2002.

As written by automotive journalist, Michael Lamm in the January, 1993 issue of Corvette Fever magazine: "McLellan nearly always used science in planning where the Corvette ought to be headed. He made his judgements and decisions based on careful reasoning and calculation and rarely, if ever, did emotion enter. Under his direction, the Corvette definitely took on McLellan's personality. Just as Zora put his stamp on the earlier cars, So Dave's comes through on the current generation....McLellan and his team have managed to place the Corvette into the first rank of international sports cars, a remarkable record considering the Corvette's price versus that of its leading performance competitors."

Since his retirement in 1992, Dave and his wife, Glenda, enjoy attending Corvette events around the world where many enthusiasts come to acquire his autograph on anything and everything Corvette related. Although a stout engineer to the core, he is extremely personable and one of the most devoted Corvette enthusiasts I have had the chance to meet. I will never forget the first time I met Dave at a Corvette event.

It was at the Museum of Transportation in Boston, MA during the 1993 40th Anniversary Corvette celebration sponsored by the museum and Chevrolet. He definitely enjoys meeting and talking with Corvette owners and enthusiasts and is extremely generous with his time as seen in the numerous hours he donates to signing autographs for everyone. - *Rob Loszewski*