

INSPECTION REPORT

Inspector: Big Dick's Muscle Cars
 Date and Time of inspection: Tuesday May 12, 2012
 Year, Make & Model: 1975 Corvette Custom
 City/State/Zip: Sunrise, Florida 33351

Photos – see attached files

Test Drive:

Does the vehicle drive straight? Y or N	YES
Steering Performance? Tight or Sloppy	TIGHT
Brake Performance? Good or Needs Work	GOOD
Suspension Noise? Comment	NONE
Bounce Test? Comment	GOOD AT ALL 4 CORNERS

Comments: EXCELLENT DRIVABILITY

Engine: GM 502 CRATE ENGINE

Engine Size:	502	Designation: (SS)	NONE
Performance	EXCELLENT	Oil Level / Quality	FULL & GOOD
Carburetor (Make/Model)	EDELBROCK		
Signs/Evidence of Leaks	NONE		

Comments: HI PERFORMANCE ENGINE, GM 572

Transmission: AUTOMATIC TRANSMISSION

Transmission Type:	AUTO	FWD / RWD	RWD
Fluid Level / Quality	FULL & GOOD	Clutch Operation	N/A
Signs/Evidence of Leaks	NONE	Miss Shifts	N/A
Performance	EXCELLENT		

Comments: SMOOTH SHIFT

Steering: RACK & PINION

Steering Type	POWER	Performance	GOOD
Fluid Level/Quality	FULL		
Signs/Evidence of Leaks	NONE		

Comments: THE STEERING OPERATES WELL.

Brakes: DISC BRAKES

Brake Type:	4 POWER DISC BRAKES	Performance:	GOOD
Fluid Level / quality	FULL & GOOD	Noises	NONE
Signs/Evidence of Leaks	NONE		

Comments: THE BRAKES OPERATE AS WELL.

Rear End: CUSTOM 9" REAR W COIL OVERS

U-Joints:	FEEL GOOD	Performance:	GOOD
Signs/Evidence of Leaks	NONE	Noises	NONE

Comments: THE REAR END IS OPERATING AS DESIGNED WITH NO LEAKS OR NOISES.

Air Conditioning: VINTAGE AC WITH IN-DASH CONTROLS

Air Conditioning:	GOOD	Operation / Noises	NONE
Signs/Evidence of Leaks	NONE		
Temperature Control:	GOOD		

Comments: COLD AIR

Suspension: HIGH END REAR AND FRONT FULL SUSPENSION

Suspension Type	ADJUSTABLE COILOVER	Signs/Evidence of Leaks	NONE
Operation / Noise	NONE		
Drive Train Type	RWD	Operation / Noise	NONE
Signs/Evidence of Leaks	NONE		

Comments: THE SUSPENSION RIDES SMOOTH

Cooling System: LARGE RADIATOR W ELECTRIC FAN

Temperature / Fan	GOOD	
Performance / Noise:	GOOD	
Signs/Evidence of Leaks	NONE	

Comments: THE COOLING SYSTEM IS OPERATING AS DESIGNED. TEMP AT 190

Wheels / Tires Type: POLISHED WHEELS / NEW WIDE TIRES

Type (Manufacturer/Factory):	POLISH/DEEP DISH	MICKEY THOMPSON
Tire Size:	29X18X15, 25X8X15	
Tread Depth:	HIGH	

Comments: THE WHEELS AND TIRES ARE CUSTOM ORDERED.

Exhaust: FULL CUSTOM EXHAUST SYSTEM

Type	DUAL EXHAUST / HEADERS	
Mufflers:	GM	
Headers:	GM	
Accessories (i.e. chrome tips, etc)	CUSTOM PIPE BENDS	

Comments: THE EXHAUST IS DESIGNED FOR THE VEHICLE, INCLUDING HEADERS, MUFFLERS, AND TIPS.

(OP – Operational INOP – Inoperable or N/A)

Exterior Lighting	OP	Interior Lighting	OP	Horn	OP	Turn Signals	OP
Power Windows	OP	Power Locks	OP	Power Seats	OP	Gauges	OP
Power Mirrors	OP	Clock	OP	Trunk Release	OP	Wipers	OP
Security System	OP	Fuel Door	OP	Hood Release	OP	Power Antenna	NP
Radio	OP	Rear Defrost	NP	Cruise Control	N/A	Heater	OP
Convertible Top	NA						

Comments: ALL SYSTEM ARE IN OPERATIONAL CONDITION.

Interior: WHITE

Interior:	EXCELLENT
Seat Color:	WHITE
Seat Cover Material	VINYL
Seat Cover Condition	EXCELLENT
Headliner/Dash/Carpet	EXCELLENT
Trunk Area, Under Carpet	EXCELLENT

Comments: THE INTERIOR IS IN EXCELLENT CONDITON WITH FULL CUSTOM INTERIOR.

BODY & PAINT:RED

Exterior	COUPE	Quality of Paint	VERY GOOD
Body Straight? Waves?	STRAIGHT WITH NO WAVES	Any scratches, orange peel? (please comment)	NONE
Color	RED	Collision Damage -	NONE
Sports Options	NONE	Glass Condition -	GOOD
Any Signs of Bondo?	NONE		
Rust anywhere? (please be specific)	NONE	Condition of chrome -	VERY GOOD

Comments: CUSTOM EXTERIOR FEATURES(BLOWER HOOD, CUSTOM LENS, FENDERS)

UNDERCARRIAGE: CLEAN FRAME:EXCELLENT/CUSTOM

Front End Type:	FRAME AND COIL	Condition?	GOOD
Floor Pan: Hard or soft?	HARD	Any rust?	NONE
Trunk Pan: Hard or soft?	HARD	Any rust?	NONE

Comments:

Vehicle Modifications:

Comments: THE 1975 CORVETTE, HAS BEEN REBUILT TO A HIGH LEVEL CUSTOM VEHICLE. THE INTERIOR IS A CUSTOM ONE OFF INTERIOR. A GM 502 ENGINE HAS BEEN INSTALLED WITH A POLISHED SERPENTINE PULLEY SYSTEM. ALL PARTS USED IN THE BUILD ARE OF A HIGH LEVEL BUILD WHICH HAS RESULTED IN A MARKET VALUE MUCH HIGHER THEN ORIGINAL VEHICLE VALUE

IS THE TITLE AVAILABLE? YES

WHAT IS THE VIN NUMBER ON THE TITLE?

1737J5S419958

WHAT IS THE VIN # ON THE DASH?

1737J5S419958

CONDITION: CLASS ONE
(See attached breakdown of Classes)

DISCLAIMER: This inspection and the opinions expressed are exactly that, opinions. Many parts perform perfectly until the moment of failure. Failure may occur suddenly and without warning. The inspector and/or all parties relative to the compilation of this report cannot accept liability for failures, which may occur after the inspection is completed. By accepting this report, the consumer acknowledges that the inspector and/or all parties relative to the compilation of this report, cannot be held responsible for any and all alleged vehicle defects, and further, the consumer releases and holds harmless the inspector and/or all parties relative to the compilation of this report from any and

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CONDITION CLASSES

Class One (Excellent):

Almost always a "body off" or similar restoration, or an untouched, factory-perfect, piece that is very close to perfect. All components are either original or appear as new and are fully operational. This car is a top show winner and is not driven, but transported to shows by trailer. This car is almost "one of a kind". This particular class of vehicle is very rare. The vehicle is completely detailed, including the engine compartment, interior trim, wiring, suspension, paint, and frame. Ideally, this vehicle has been judged with other vehicles in its class and achieved the highest point ratings.

Class Two (Very Good):

This car is well restored with an eye for detail. The interior and exterior show minimal wear, and it runs and rides smoothly. The car is driven very little (maybe 800 to 1,000 miles per year). This class is a slight grade below Class One. A Class Two has not been detailed to the extent that a Class One has been. This class (Class Two) has some evidence of use and wear, although not very much. It is considered "cherry" or "mint". This vehicle might appear as a Class One until judged against one. It would not qualify as a 95, or better, "point" vehicle. (This class should have no rust on the undercarriage, not even surface rust.)

Class Three (Good):

This is a functional, drivable vehicle in good overall condition needing no, or only minor work. Most vehicles at car shows reflect this condition. This car is what is termed a "20 footer". From 20 feet, it may look very good. Close inspection, however, would reveal some worn interior trim, and less than perfect paint (worn, and perhaps faded). You may even see some early evidence that surface rust is beginning in the body panels. This car is completely operational and is an "older restoration". It is driven fairly often, runs great, and is enjoyed by its owner. It is probably a candidate for a full restoration. The undercarriage may display surface rust, and may be in need of detailing. Chrome and trim may exhibit limited pitting.

Class Four (Fair):

This type of car is a fun "driver" with a solid frame and is structurally sound. This car is in need of considerable work. It needs work in and out. Cosmetics, body, and mechanical components all need work, to some degree. It is not a serious collector candidate. Soft floors, isolated areas where rust has eaten through (but not structural), excessive use of Bondo, lots of pitted chrome, glass repairs are symptoms of this condition. Badly soiled headliners, badly soiled and ripped upholstery, rusted out trunks are also signs.

Class Five (Poor):

This type of car is in need of complete restoration and may, or may not, be able to be driven. The exterior body panels have significant areas of rust-through. The floor and structural components may, or may not, be intact. This car is usually the first project for layman's attempt at restoration.

Class Six (Parts Car):

This type of car is good for parts only.