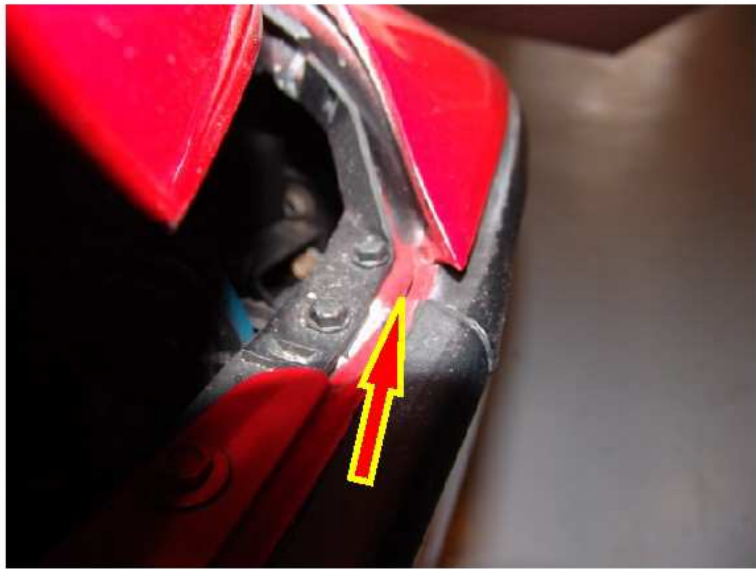
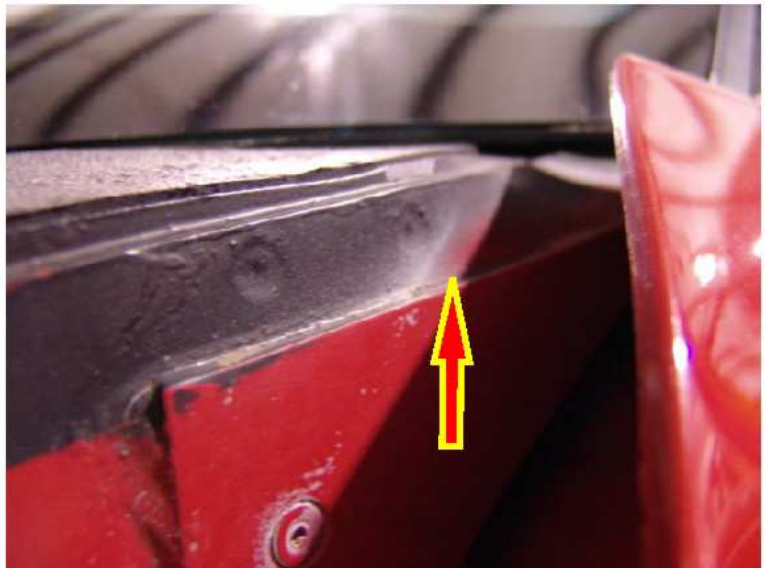
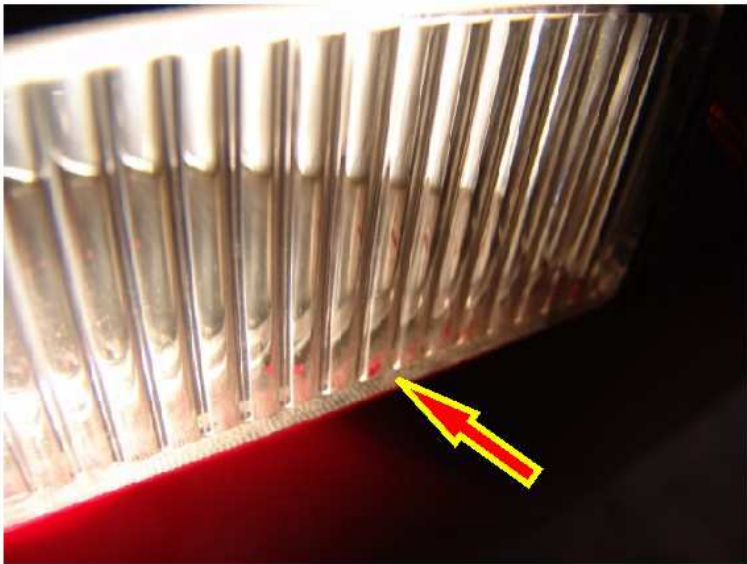


The Re-Paint

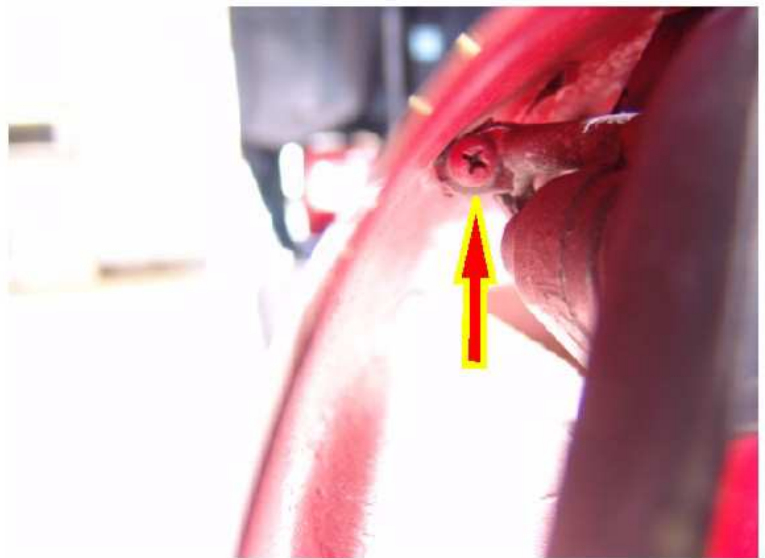
G20



This vehicle was advertised as a garaged kept, immaculate condition vehicle with only 9200 miles. There has been a very professional attempt to make this vehicle appear so. However, along with the many worn out items we discovered, along with a distant repaint, the evidence does not support that description.

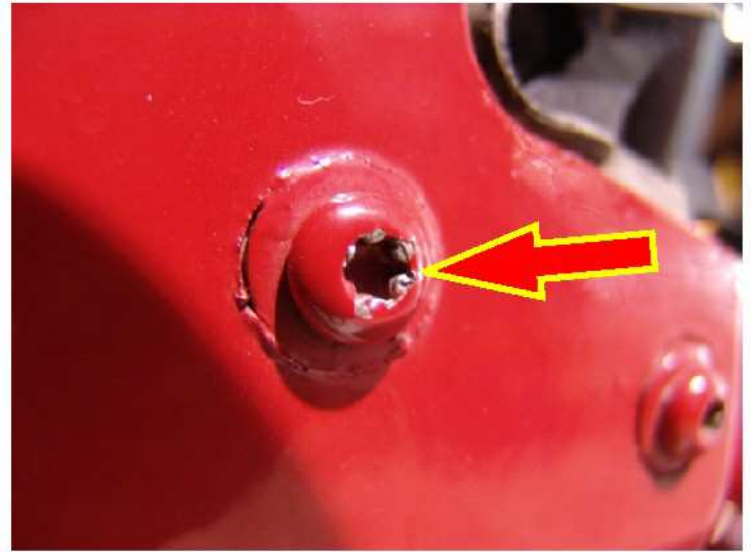
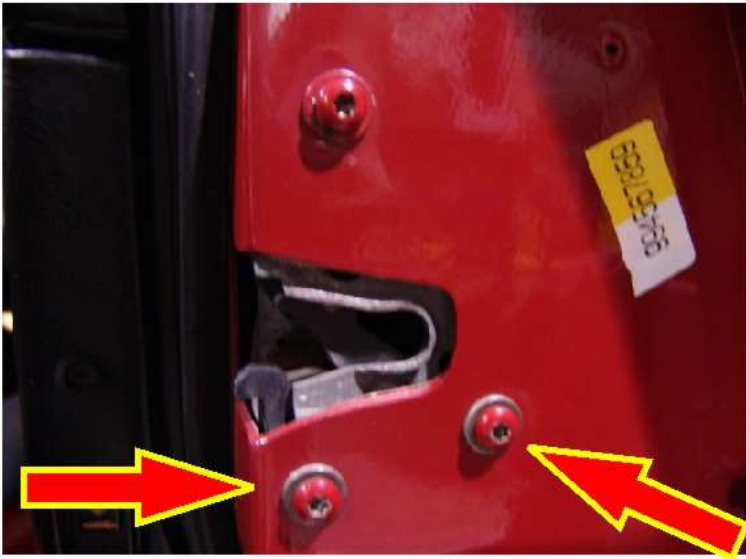


Top left: Overspray on front beltline molding. Car is originally painted with no molding attached.
Top Right: Weatherstripping overspray. Above left: Paint chips actually inside rear marker lens.
Above right and below left: Primer overspray. Below right: Inside mirror overspray (should be unpainted).



The Re-Paint(2)

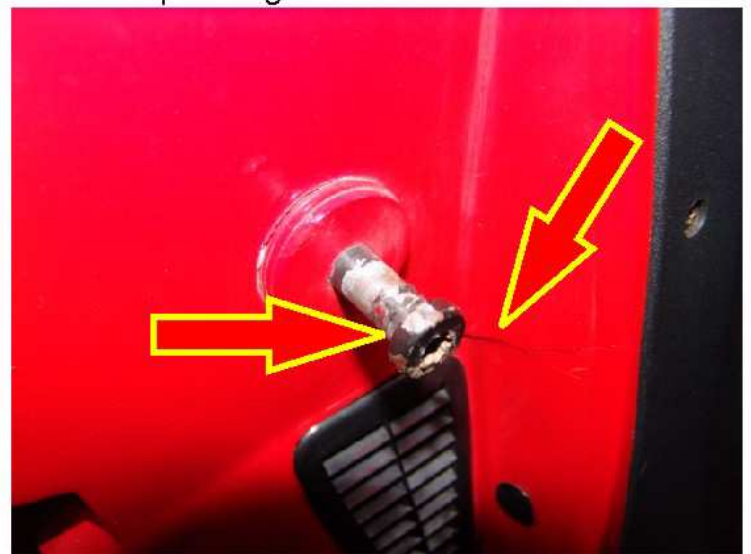
G21



Both doors have had the latch screws removed and have been repainted indicating the latches were removed prior to painting.

It is unknown what this label is affixed to the inside of the right door.

Below: The passenger door striker shows severe wear.



Below is the RH door vent. Closer inspection revealed massive cracking of the fiberglass in 2 areas.



The Rear Hatch Area

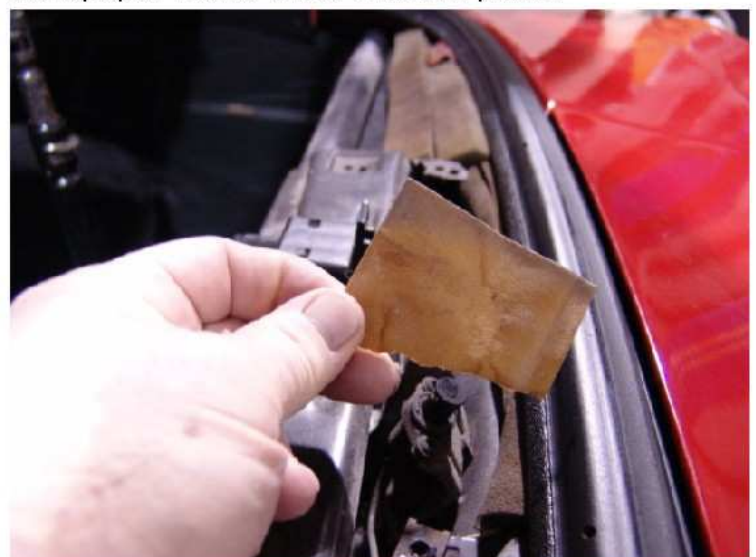
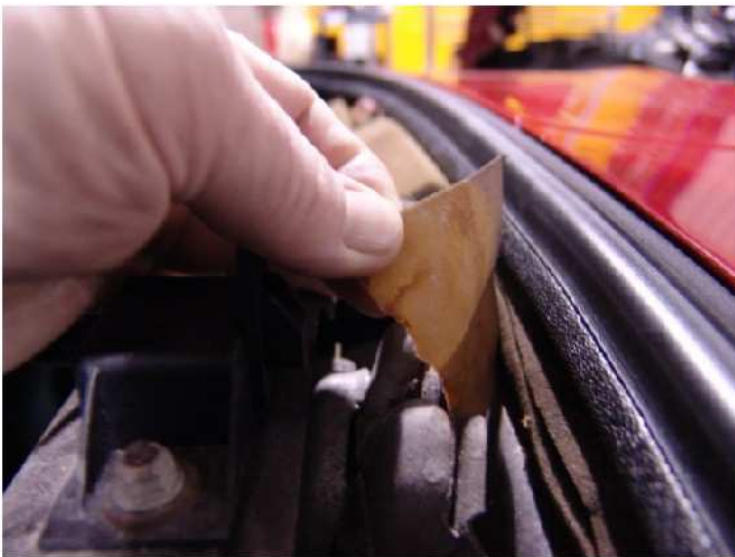
G22



The cargo area has been re-carpeted and the weatherstrip seal replaced. It appears new.



Under the rear trim molding the latch mechanism is rusted and corroded. Note the small piece of sandpaper found under the trim piece.



The hatch latch matches the extreme wear and corrosion found all over the vehicle. The prop rod anchors show more of the same. The rods themselves were painted over rust.



The Radio

G23



The radio unit shows the same rusty, under-water type corrosion seen all over the vehicle. Below: The radio faceplate has several broken retaining clips. One is repaired with glue. The faceplate is also painted a metallic paint instead of the factory un-coated finish.



The Valet Key settings are labeled with clear tape labels rather than the orange paint lettering of the other interior indicators.

The RePaint (Under Hood)

G24



At first glance the engine bay looks very presentable. Closure inspection shows the complete repaint of the underhood. Above right shows the lamp wiring painted black instead normal wire color (green).

Below the hood support rod shows rust, wear and black overspray. The HL actuator below shows overspray.



The under hood emissions label shows black overspray.

Auto Masters

790 Interstate Drive
Bowling Green, KY 42101

From the Desk of Jim Van Dorn

3/18/07

I have been involved with the Corvette as a business since 1984. I became a ZR-1, LT5 (engine) specialist shortly after the vehicle was introduced in 1989 as a 1990 model. Due to a critical shortage in trained technicians, General Motors contracted with my company to perform a variety of warranty services including diagnostics and complete engine overhauls.

In my career I have also become acquainted with many of the key personnel involved with the ZR-1 and LT5 engine programs including the Corvette Chief Engineer, the Lotus Corp's LT5 Engineer, Mercury Marine's Engineering Director, and the Corvette Assembly Plant staff and troubleshooters. I have also conducted extensive research, written many technical articles for various publications and have participated with various large owners' groups which were ZR-1 related..

My knowledge of the ZR-1 and its components is vast and far reaching and encompasses most every detail of the car and its systems. I have performed service on hundreds of ZR-1 vehicles since 1990 to include factory service and maintenance, custom enhancements to engine, suspension, brakes, body cosmetics and interiors. In addition, I also built and raced the ZR-1 at a professional international level. I was the last to do so before the vehicle was aged into retirement.

Having said the above, I will make the following statement:

This particular vehicle is in the worst condition I have ever encountered by a large margin. The fact that this vehicle was advertised in "MINT" condition is absurd and a flagrant exaggeration to say the least.

It is understandable how the purchase was made by viewing the attached pages of the original EBay auction. But these pictures are deceiving. In this case, the actual inspection photos show how this vehicle was supposed to be mint, low miles, and garaged, but was actually a poorly maintained, damaged and repainted, heavily rusted and corroded vehicle, with pages of mechanical issues and a highly mysterious owner and odometer history.

This vehicle is rusted or suffers from extreme corrosion throughout including most all steel fasteners under the dash, radio, seats, latches and mounting brackets. Several paper labels were examined and appear most likely to have been in contact with water at some point. Those labels were attached to the radio which was heavily rusted, and the CCM which is aluminum and oxidized by moisture. This vehicle was either under water, kept very close to a saltwater environment unprotected and uncovered, or both.

It is important to note the large amount of blue oil smoked emitted from the exhaust on acceleration. This is indicative of internal engine including valve seals/guides and or piston rings. This is considered a major repair on any engine however on the LT5, this repair could easily reach \$10,000 or beyond depending on the condition. It was also noted that there was a considerable amount of carbon and fuel deposits inside the induction system.

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I took some time to research the vehicle as far as title, VIN and service history. My research is as follows:

This vehicle was first shipped to Barlow Chevrolet in New Jersey in July, 1990. They are currently searching their archives for the first sold to owner. The next appearance on any record is in 2002 where the vehicle surfaced (possibly literally) with a Florida owner. Below is the information of record:

Description: Red 1990 Chevrolet Corvette ZR-1 - Coupe Record Type: Historical
State of Origin: Florida Tag Number: G39IQM
VIN: 1G1YZ23J4L5802849
Registration Date: 03/27/2002
Owner(s):
FAUROT MICHAEL GLENN - 8205 WINTER GARDEN PARKWAY, FT PIERCE FL 34951

Description: Red 1990 Chevrolet Corvette ZR-1 - Coupe Record Type: Historical
State of Origin: Florida Tag Number: G39IQM
VIN: 1G1YZ23J4L5802849
Registration Date: 02/03/2003
Owner(s):
FAUROT MICHAEL GLENN - 8205 WINTERGARDEN PKY, FORT PIERCE FL 34951

Description: Red 1990 Chevrolet Corvette ZR-1 - Coupe Record Type: Historical
State of Origin: Florida Tag Number: J30EER
VIN: 1G1YZ23J4L5802849
Registration Date: 04/20/2004
Owner(s):
MALONEY CHAD MITCHELL - 3000 QUANTUM LAKES DR, BOYNTON BCH FL 33426

Description: Red 1990 Chevrolet Corvette ZR-1 - Coupe Record Type: Historical
State of Origin: Florida Tag Number: J30EER
VIN: 1G1YZ23J4L5802849
Registration Date: 04/25/2005
Owner(s):
MALONEY CHAD MITCHELL - 3000 QUANTUM LAKES DR, BOYNTON BCH FL 33426

Description: Red 1990 Chevrolet Corvette ZR-1 - Coupe Record Type: Current
State of Origin: Florida Tag Number: J30EER
VIN: 1G1YZ23J4L5802849
Registration Date: 03/19/2006
Owner(s):
MALONEY CHAD MITCHELL - 3000 QUANTUM LAKES DR, BOYNTON BCH FL 33426

I Have also researched the vehicle through the GM Service data systems and have found absolutely no record of any GM service at any place or at any time. In fact, there are still two campaigns for the seat belts outstanding. It is unknown how this vehicle was invisible for its first 12 years.

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The Vehicle Identification Number (VIN) plate is located in the front left corner of the windshield. It is not accessible without removing the windshield. The windshield is not the original windshield and it is not the correct type for the ZR-1 which is engineered for a special laminated windshield which reduces UV and assists the climate control system and its sensors. There is a small section of clear glass located near the windshield center on an OEM windshield to better enable range seeking devices such as door openers, etc. These OEM windshields cost approximately \$1,200 when available. The windshield in this vehicle is a standard aftermarket windshield which sells in the \$300 range.

The VIN tag shows some suspicious markings and has a significant scratch just below the right portion of the tag. The RH rivet has several significant and suspicious marks, obviously from some external force. The LH rivet appears unmolested however, it is somewhat raised and does not hug the tag tightly.

I have the original assembly manifests which show manufacturing data for the ZR-1. This data shows date and time produced as well as the actual engine number assigned to this vehicle. That information matches. Additionally, the last 7 of the VIN is stamped on several locations including the transmission and engine assemblies. This information is also correct and matches the VIN tag. IF the VIN is the original, the vehicle has matching numbers.

It is my opinion that this vehicle has undergone a massive makeover with the intent of making it appear to be representative of the miles showing on the odometer. This was done by somewhat professionals with experience in this area. However, it is quite evident that this car is anything but "garage kept, mint, showroom condition, AWESOME, and ready for show" as advertised. Your purchase is understandable however, as it was based on information provided to you by the seller and shipped to you sight unseen. And although you contacted us many weeks ago requesting this inspection, weather and road conditions were somewhat prohibitive.

On this particular type of vehicle, mileage and condition drastically affect the vehicle's value. This vehicle was advertised for \$29,000 which is off the chart for even a pristine, low mile vehicle with original owner and all documentation. If I were appraising this vehicle it would be in the \$10,000 to \$12,000 range with special notes on its title and odometer history (or lack thereof).

Please feel free to contact me at any time.

Sincerely,

J. Van Dorn, Owner
Auto Masters

(270)842-0454

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