



911 GT1

#017

Pre Purchase Inspection

Cantraine Kobus – M471 BVBA - SPRL
11 Rue de l'Empire, 1380 Lasne, Belgium
VAT : BE0546.923.117 - Tel : +32.487/418.262

911 GT1 #17

VIN: WP0ZZZ99ZWS396017

Engine Number: M96/83 * 61W50013 *

Gearbox Number: G96/82-22014

Colour: Firnweiss (3AT) / Black leather.

Recorded mileage: 3.689Km.

Wheelbase (hub to hub): 248,50cm.

Inspected on the 19th of January in Germany.



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GENERAL REMARKS

The car presents very well and has obviously been well looked after.

Especially the preservation of the mechanical components is worthy to be mentioned, the vehicle must always have been stored in a suitable environment as there is hardly any surface rust or oxidation on elements that have no protective coatings on them.

Both of the rare carbon fibre GT1 toolboxes, all keys, owners manual and service book are present. Also the factory car cover is there.

The only item missing is the extra thicker lower seat cushions.



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BODY:

Normal stone chips are to be found all over the car's nose and inner fenders, however the rear engine lid seems to have been repainted. It was also noted that the outer rocker panels have been previously removed and repainted.

The carbon fibre structure can be clearly seen through the paint in the reflections on the roof, doors, rear trunk lid, fake rear window, door window frames and most of the nose. These elements are in my opinion all in original paint. Also the ultrasound readings confirmed this. The other panels (tail section and both rocker cover panels) showed thicker paint and not the same finish, orange peel and some dust in the paint.

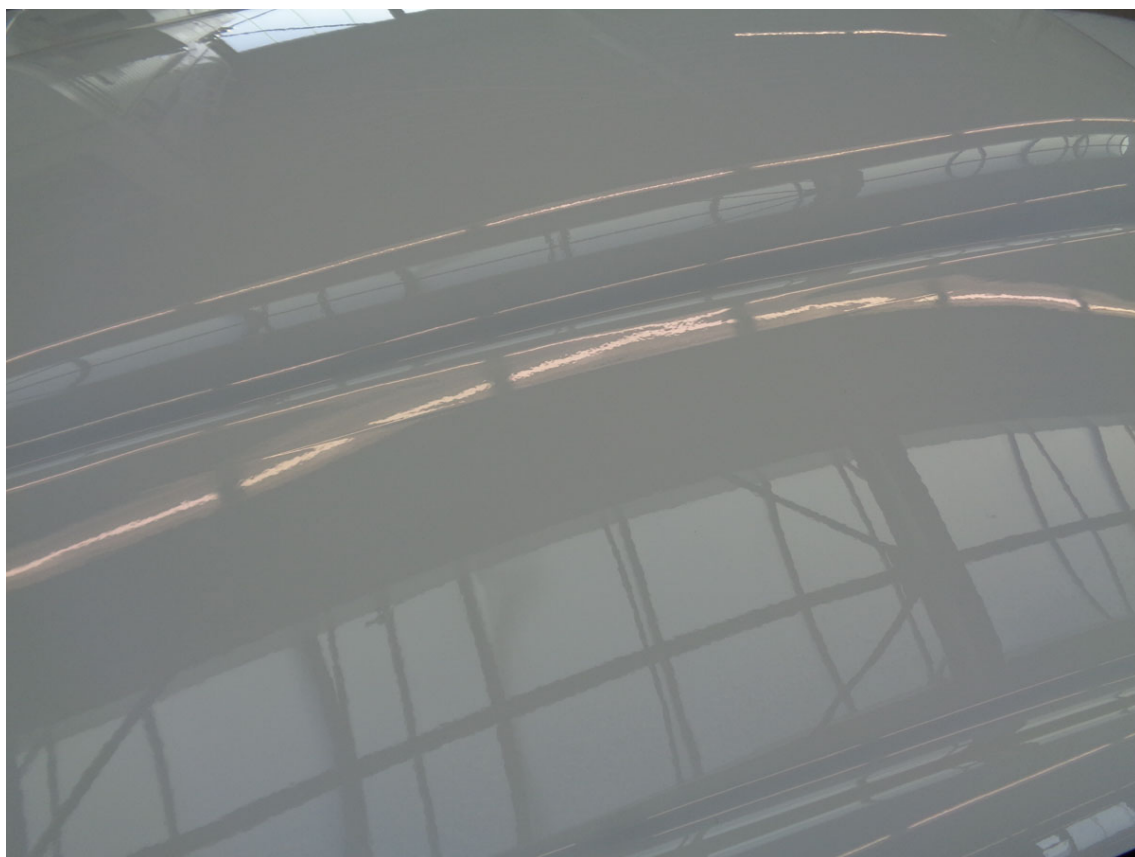
There is no evidence to be found anywhere that this car would of have ever been crashed. It seems that all bodywork has been carried out purely for aesthetic reasons, to cover up stone chips.

Some scratches on the edges of the doors, some minor cracks in some of the outer body panels. The unpainted carbon fibre parts on the edges of the bumpers and on the tail show some scratches here and there.

The thick protective transparent plastic that is normally found on the edges of the fenders has been removed on all four fenders.



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INTERIOR:

The seats are in very good condition with just some minimal imperfections. On the centre console there are quite a few scrapes in the leather from shoes hitting it and the shift rod inside the driver's compartment shows a lot of scratches and chips in the paint.

The headliner is sagging; this is a common flaw on GT1's.



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RUNNING GEAR:

The tires are dated 2010 for the front ones and 2012 for the rears.

Brake rotors show small hairline cracks, nothing abnormal for a car like this and well within tolerance (less than 5-6mm), the brake callipers show some flaked off paint and some small chips.

The wheels have slight scrape marks and some minor paint chips, however I was told the car comes with a spare set of brand new wheels. These do not have spare centre caps, not sure that those are available these days.

Only very minor surface rust of some of the suspension components.

There are some traces of a coolant leak in the past on and around the engine, nothing major, could also be due to over filling the coolant reservoir.



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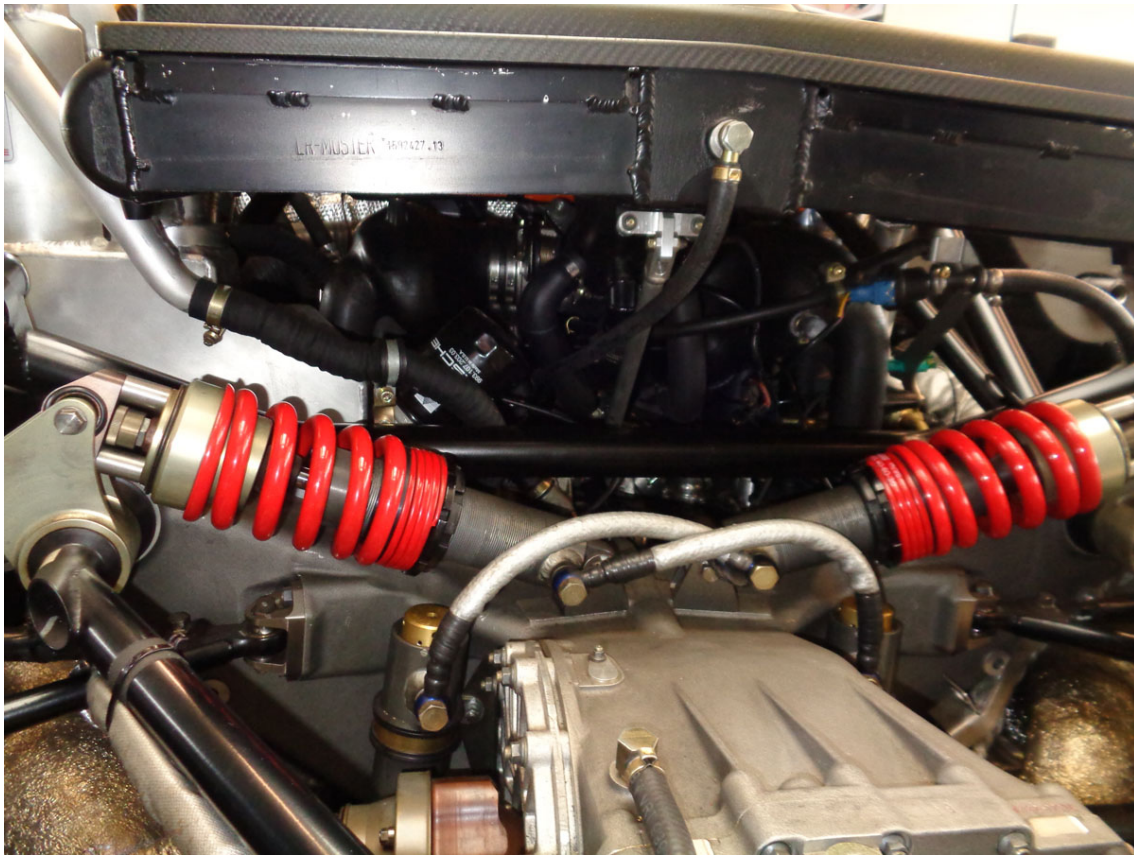
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FLOOR PAN:

The flat carbon fibre floor panels have hardly any ground scraping damage on them, which is rare for a GT1.



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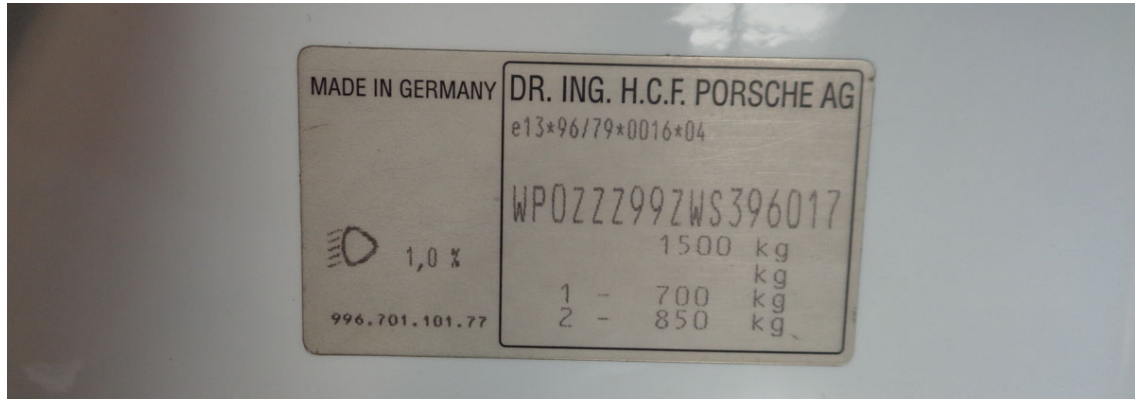


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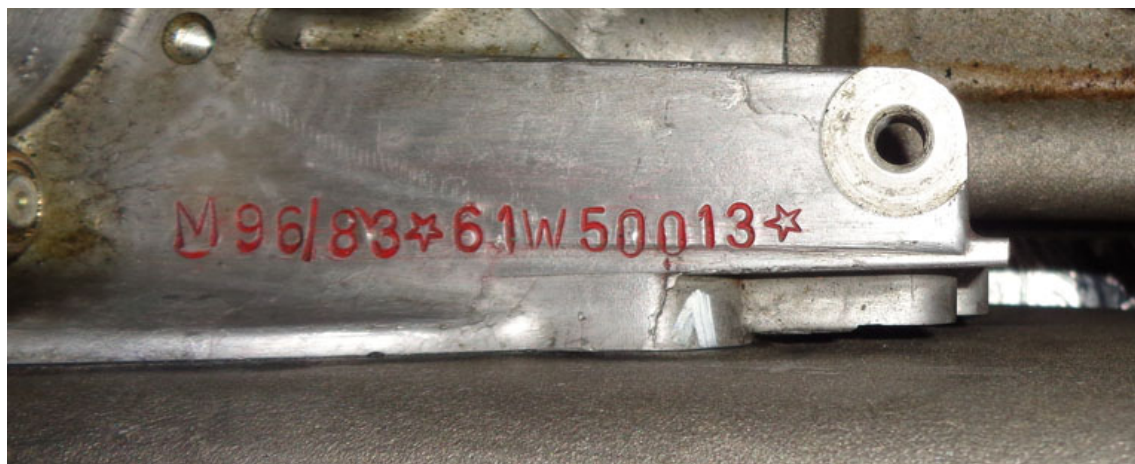
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NUMBERS

VIN



ENGINE



GEARBOX



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GENERAL VIEWS



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