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**Motor Assessments
& Factual Investigators**

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www.alltec.com.au

31st January 2008

XXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXX
XXXXXXXXXX NSW 2196

Our Ref No xxxxxxxx

Re : xxxxxxxxxxxxxxxVs xxxxxxxxxxxxxxx

To whom this may concern,

My company, Alltec Motor Assessments and Private Investigators are specialists in the motor industry. Throughout my 28 years experience in this trade, I have been employed in the following positions:

- Licensed Panel Beater, Spray Painter specialising in motor body repairs
- I have owned and managed a Smash and Mechanical Repair business for seven years
- I worked as a Motor Assessor for an Insurance company (AAMI) for two years
- I have worked as an estimator and manager for various workshops
- Over the past three year period I have been a Private Investigator (factual)
- I have been a Justice of the Peace for the past four years.
- And the past three years have been self employed with my company Alltec Motor Assessments.

Qualifications :

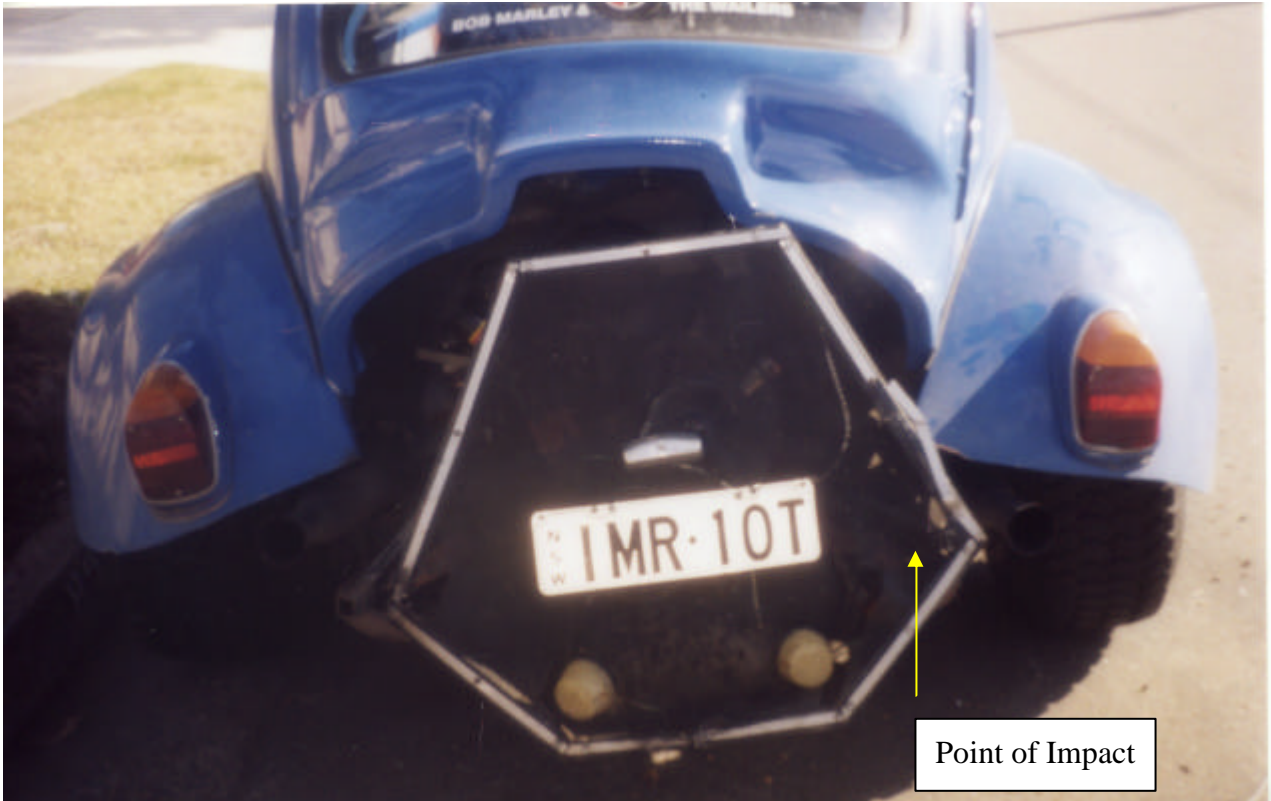
- Licensed Panel Beater
- Licensed Spray Painter
- Licensed Motor Mechanic
- Licensed Private Inquiry agent
- Licensed to Inspect and Detect faults in the motor trade by the Motor Vehicle Repair Industry Authority
- Member of the Motor Traders Association
- Member Grade of the Institute of Automotive Mechanical Engineers also a Examiner
- Member grade of the Institute of Accident Assessors

In conducting this assessment, I John Venier have read and understood the Expert Witness Code of Conduct contained in Schedule 7 of the Uniform Civil procedure Rules 2005 to the said rules and agree to be bound by it.

PREAMBLE

1. xxxxxx xxxxxxx made contact with Alltec Motor Assessments on the xxth January 2007
2. He asked for an assessment based from pictures that he had taken straight after the accident, quotations by repairers and statements. NO PHYSICAL INSPECTION DONE.
3. To Carry out this assessment the following was supplied :
 - 6 X Photographs taken shortly after the incident By xxxxx xxxxxx
 - Quotation by xxxxxxx Auto Service invoice no 54 Dated 4/8/2007
 - Quotation by xxxxxx Restorations No 339/07 Dated 19/08/2007
 - Quotation by xxx xxxx xxxxxx No 5642 Dated 29/08/2007
 - Statements by xxxxxxxxxxx xxxxxxxxxxx

THE VEHICLE



4. Upon going through the documents provided and much research and enquires due to this vehicles age and modifications it was identified as :

Make	Volkswagen
Model	Beetle 1500
Year	1969
Body	2 Door
Vin	xxxxxxxxxxxx
Reg No	XXX 10T
Colour	Blue

5. Modifications to this vehicle :

- Baja Fibreglass body kit
- Oversize engine fitted
- Oversize off road wheels fitted
- Fabricated Engine grille
- None original seat
- Exhaust headers (sports system)
- Head Lining removed

6. Body modification to this vehicle:

Pictures provided only show the rear of this vehicle.

- Rear structural members are not visible (inner outer beaver panels) have been cut off.
- Original rear guards (fenders) removed
- Original rear bumper removed
- Boot Lid removed

7. History of this type of vehicle

8. Baja Bug was designed for off road racing from which its name originated from the Baja Rally in the USA.

9. The traditional version of the of the Baja Bug in short, required the front and rear end major sections to be cut off to allow for the steep landings of jumps on sand dunes of the Baja desert.

10. When cutting off these panels reinforcing bar work was fitted to protect to the motor and front end components also to strengthen and stiffen the body work from the radical structural cuttings.

11. This is why the altered fiberglass bodywork was developed.

12. Is this a legal motor vehicle for Road Use?

13. In this case this Volkswagen Reg No XXX 10T has had its rear end cut off and original panels removed and fitted with aftermarket fiberglass panels fitted poorly. They can be seen to be sagging from the rear. They should be supported by a bracket system.

14. The strengthening reinforcing bar work was never fitted exposing the engine leaving no protection. The flimsy fabricated grille did little apart from hold the reverse lights and number plate. I consider this to be an illegal component leaving no protect to any pedestrian passing by from sharp edges. If the correct bar was fitted much of this damage would never have occurred. Illustration of the bar work is at the rear of the report.

15. An engineer's certificate would need to be provided by the owner showing that this vehicle is legally acceptable and roadworthy to be on the roads and meeting Australian Design Specifications.

16. What is common is that modifications are carried out after being registered and then renew registration each year by a mechanic that simply does not now any better.

17. With pictures provided the items removed and structural panels cut off will have an affect on the vehicles safety integrity of its design and valuation.

18. This vehicle has NO historical or collectors benefit

THE QUOTATIONS

xxxxxx RESTORATIONS QUOTE					
	xxxxxx		Alltec		Comments
Remove and Refit					
L/hand Rear Guard	3		0		damage not consistent
R/hand Rear Guard	3		3		acceptable
Engine Fairing	1.5		1.5		acceptable
	\$30.90	7.5	231.75	4.5	139.05
Repair and Align					
Engine Fairing	2		2		acceptable
	\$30.90	2	61.80	2	61.80
Paint					
L/hand Rear Guard	2.5		0		not required
R/hand Rear Guard	2.5		2.5		acceptable
Engine Fairing	1.5		1.5		acceptable
Booth Allowance		80		80	acceptable
	\$57.00	6.50	450.50	4	228
Parts					
R/hand Tail Light	112			112	acceptable
Sublet					
Left and Right Hand Rear Guards (Fibreglass Repairs)	450			100	minimal damage
SUB TOTAL					
		1306.50		720.85	
GST					
		130.60		72.08	
TOTAL					
		1436.65		792.93	

xxxxxx Restorations

19. I have used xxxxx Restorations Quotation no 339/07 appose to xxx xxxx & xxxxx as both methods of repair were the same but xxxxxxx Restorations was the most competitive.

20. In the pictures it is clearly visible that no damage from this incident is to the left rear of this VW, no impact marks and the rear grille is nowhere near it. The rear grille protrudes approximately 30-40cm

21. The repair amount is prudent and exorbitant for the damage that can be seen for fibreglass repairs with only scratches and chips from the rear grille hitting the right guard.

xxxxxx AUTO SERVICE QUOTE			
	xxxxxx	Alltec	Comments
Check and report on damage	60.00	60.00	acceptable
R&R engine + guard	130.00	0.00	not required old damage
R&R gearbox + mountings ,Repair	220.00	0.00	not required old damage
R&R exhaust, cover plates & Fan Housing	140.00	0.00	not required old damage
Manufacture rear guard	180.00	180.00	acceptable
Exhaust system	270.00	100.00	repair only needed due to old damage
Fan Belt Cover	78.00	0.00	not required old damage
Front mounting	43.00	0.00	not required old damage
Rear mounting	24.00	0.00	not required old damage
Axle boot kit	14.00	0.00	not required old damage
Fan Belt	15.00	0.00	not required old damage
Spark plug & connector	11.00	0.00	not required old damage
Fan Housing & 2 cover plates S/H	80.00	0.00	not required old damage
Material for rear cover	55.00	55.00	acceptable
Sub Total	1320.00	395.00	
GST	132.00	39.05	
TOTAL	1452.00	434.05	

xxxxx Auto Service

22. First thing I noticed there was no identifying details of this Volkswagen on the Invoice however all items seem to correspond with the damage.

23. Items marked “not required old damage” I believe not to be consistent with this incident. Reasons for this is the aging dark colour of the rust on most of the damaged components.

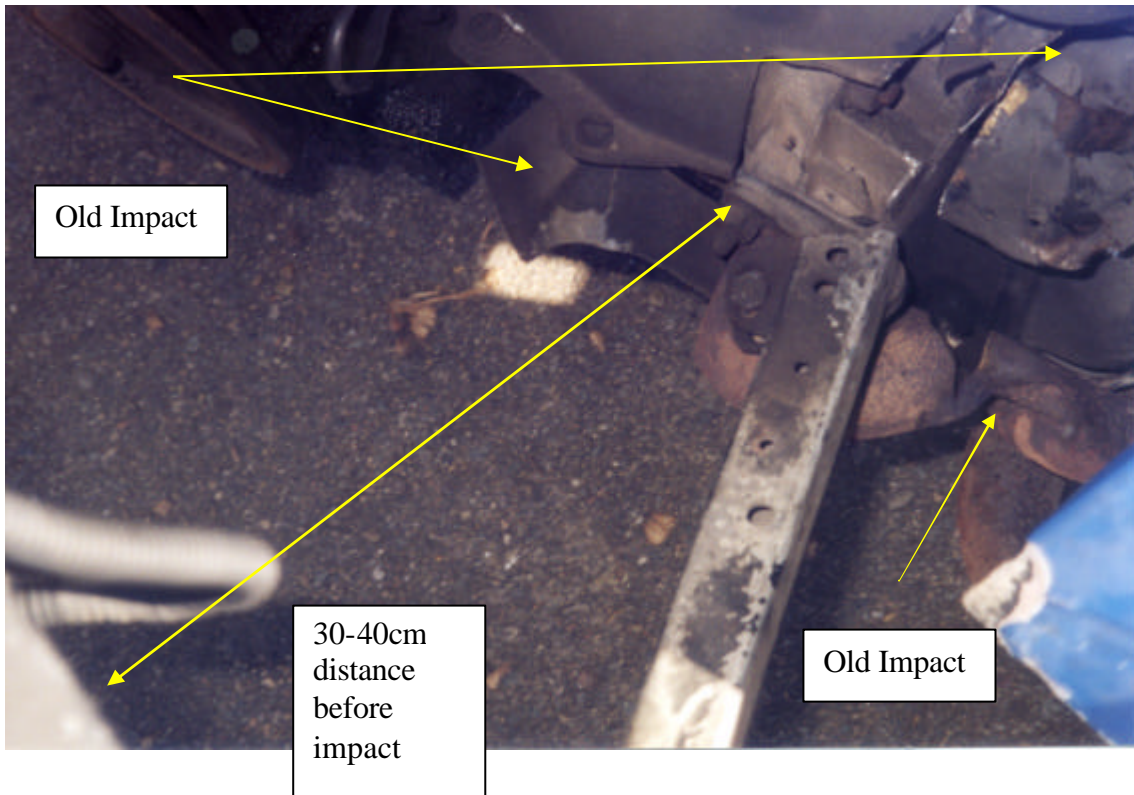
24. The exhaust shows signs of a heavy impact which is not consistent as the distance between the damage area and the rear grille is 30-40cm and even of the left side is damaged. It has old aging dark rust on both sides. The split area shows a darkening effect showing that it has been leaking for some time.

25. I have considered \$100 to be adequate cost of repair to cover some welding to this damaged system.

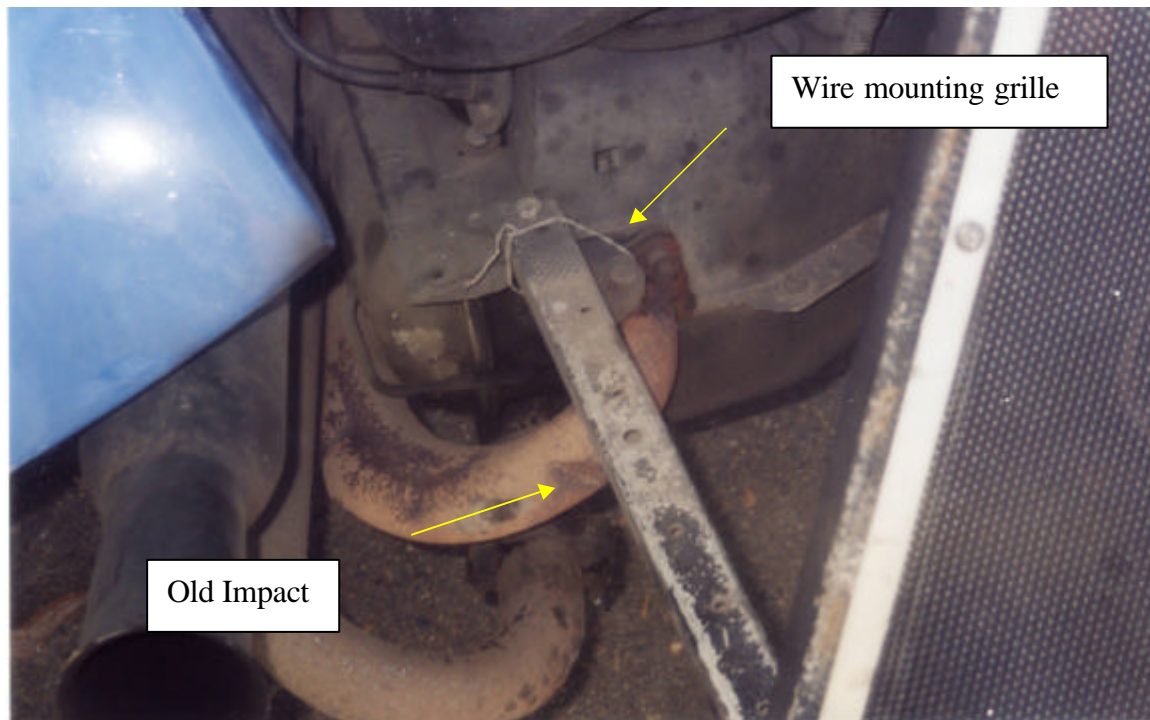
26. The quoted price for the exhaust is for both sides. This exhaust is a two piece set up Left and Right. Only the right would have been needed.

27. The fresh scraps to the engine cover are from the brace for the rear grille flapping around from not being secured with a bolt. This is evident as when a bolt is tighten it leaves circular mark which can be seen in this case but dirt residue and road grime has settle over these marks indicating that there has been no bolt for some time.

Right Side Engine



Left Side Engine





No Headlining



Only One seat fitted

VALUATION

Average between valuation from The Glasses Guide and the Red Book Valuation Guide below average condition – Fair \$1500 - \$600

Given its age (40 Years old) and off road use.

Average based Value	1050	
<u>Plus</u>		
Wheels	300	
Body kit	500	
Up grade engine	500	
Sun roof	100	
Sub Total		\$2450.00
<u>Minus</u>		
Previous damage from quotes	1662	
Missing parts (seats ,headlining)	150	
<u>Pre Accident</u> Valuation for VW Reg No XXX-10T		\$ 638.00
Salvage Value (<u>Post Accident</u>)		\$ 300.00

Xxxxxx xxxxxx

CONCLUSION

28. After reviewing the cost of repairs **\$1226.93** and pre accident valuation of this vehicle **\$638.00** I consider it to be a total loss and beyond economical repair.
29. I am concerned about the road worthiness and engineering status of this vehicle as safety to the owner and others is jeopardized.
30. It would have been interesting to see the quotation for the previous incident for a comparison of damages as I am suspicious that they were never completed.

Thank you for entrusting this matter to our attention. If you have any queries, please do not hesitate to contact our office.

John Venier
Miami, Fla, Pi, Jp

Enclosed

1. The Red Book Valuation Certificate
2. Glasses Guide Valuation (auto edge software)
3. Extract from accessory book for VW Beetles illustrating reinforcing bar work
4. 6 X Photos from report
5. Copies of quotes