GINETTA G4

Engine: **997cc–1498cc Ford Kent Pre-Crossflow**
Transmission: **Ford 4-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1969)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL & TUB INTEGRITY

TUBULAR SPACEFRAME & GRP SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Spaceframe Tubes & Rust**	Examine round and square steel spaceframe tubes, especially lower cockpit rails and footwells. Internal condensation rusts thin-wall tubing from within.
☐	**Suspension Pickups & Welds**	Check front unequal-length wishbone and rear trailing arm bracket welds. Track/competition use causes fatigue cracking around welded tube nodes.
☐	**GRP Body Bonding Seams**	Glassfibre shell is bonded directly to chassis. Inspect where cockpit floor and transmission tunnel bond to steel tubes for delamination or stress separation.
☐	**Gelcoat & Stress Cracks**	Inspect nose cone, door hinge mountings, and rear wheel arch swages for starburst crazing, heavy micro-cracking, or thick polyester filler repairs.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Ford Kent Engine Health** **Spec: 40–50 Cold | 20+ Hot**	Check mechanical oil pressure gauge. Listen for dry valvetrain rattle and front timing cover chain slap on cold start. Check for head gasket weeping.
☐	**Rear Axle Location**	Uses BMC 'A' Series or Ford live rear axle located by trailing arms & A-frame. Check for rear axle steer under acceleration and clonking on overrun.
☐	**Cooling Under Cowl**	Compact low-slung nose causes restricted airflow. Inspect radiator matrix, electric fan cut-in temp, and coolant overflow bottle for boiling signs.
☐	**Triumph Front Running Gear**	Uses Triumph Herald/Spitfire front uprights. Check vertical link brass trunnions for vertical free play and verify EP90 oil lubrication (not grease).

Kit & Competition Heritage: Ginetta factory chassis plate stamped on dashboard or front chassis crossmember (Prefix typically 4/XXXX). Due to period club racing and kit assembly, verify frame geometry on a flat floor and cross-reference V5C historic tax taxation status.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Lower Spaceframe Rails & Chassis Repair	£2,000 – £3,800 (Tub lift & tube welding)	£
Delaminated GRP Tub-to-Chassis Bonding Seams	£800 – £1,500 (Structural fibreglassing)	£
Cracked Rear Axle Locating A-Frame & Bush Overhaul	£450 – £750 (Fabrication & polybushes)	£
Worn Triumph Front Trunnions & Vertical Links	£280 – £420 (Parts & steering geometry set)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£