



Paul Prince Sr.
Collector Vehicle Appraisals

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Owner: My Customer
Address: 123 Pillow Drive, London, On
Vehicle: 1977 Pontiac Trans Am
VIN: 2W87Z7N100001 verified
Value: \$36,000

Mark has engaged my services to evaluate his Trans Am. I compared the ownership to the vehicle VIN and can verify them as matching. Indicated odometer reading is 85,598 miles. The mileage is original to the car. The license plate is "xxxxxx".

BODY: All body panels are original to the vehicle. There is no rust and no damage present on any panel. This vehicle has never been winter driven and has been gently driven. The hood is excellent. Both doors are excellent. The fenders are excellent. The quarter panels are excellent. The trunk lid is excellent. The bumper covers are both excellent. All weather Stripping is new. The hood decal, trunk lid spoiler decal and the fender decals are all excellent.

UNDERSIDE: The floors are perfect. Frame connectors are present. The dual exhaust is 3 inch from front to back and is excellent. The exhaust exits below the rear valence with polished chrome tips. The suspension is highly detailed and clean.

INTERIOR: The carpet is new. The headliner is new. The driver's seat upholstery was handmade to duplicate the original pattern and colour. This job was done impeccably. The passenger seat is original and excellent. The rear seat is original and excellent. The dash pad is excellent. The instrument panel is excellent. The center console is very good. 2 speakers have been added to the rear package tray. The rear package tray is new. The steering wheel is very good. An air/fuel gauge has been added below the dash to the driver's left. New sill plates are present.

DRIVE TRAIN: The original Pontiac 400V8 is safely stored in Mark's garage along with the original 4 speed and axle. The current engine is a vintage Pontiac 400V8 stroked to 468 cubic inches using a forged crankshaft, forged rods and forged pistons. The engine has been upgraded with Edelbrock aluminum heads, a roller cam, Edelbrock Torker II aluminum intake, roller rockers, 850 cfm Speed Demon carburetor, Cloyes true double roller timing chain and high volume water pump. The engine compartment is clean and well detailed. Mark, being a tool and die maker machined the pulleys for the air conditioning pump, water pump and crank. Mark has also newly installed billet aluminum hood hinges. The radiator is a Be Cool aluminum high capacity unit. The transmission is a Richmond Super Street 5 speed manual with overdrive. The clutch is a new Centerforce dual friction unit in a SFI

rated bell housing. The flywheel is a new SFI rated unit. The driveshaft is a custom heavy duty unit. The axle is a heavy duty 9 inch with a Detroit Locker, 31 spline Superior axles and 3.90 gears.

GLASS: All glass is excellent. The door and rear glass have aftermarket tint that is excellent.

TRUNK: The trunk is excellent. All metal panels have been repainted and are excellent. The mat is excellent. The bracket in the trunk is used to mount collapsible chairs so they do not roll.

TIRES/WHEELS: The wheels are the original snow flake aluminum. They have been repainted and are excellent. The tires are older BF Goodrich Radial T/A's sized 235/60R15. All four tires are very good.

PAINT: The paint is three year old base clear in a GM colour called black pearl silver metallic. The paint is excellent.

OPTIONS: Trans Am Package; 400V8; 5 Speed Transmission; Air Conditioning; Power Windows; Tilt Steering Wheel; Remote Mirror; Kenwood Deck

COMMENTS: Mark bought his Trans Am new as an 18 year old apprentice tool and die maker. 32 years later this car still belongs to him and is still very much the equivalent to a new car. Mark has spent a great deal of money making a great car even better by upgrading the engine, transmission and axle while at the same time retaining the original components. I am impressed by the quality of components use, the quality of workmanship exhibited and the overall affect of the finished product.

The following pages contain a set of photographs that I took.

Sincerely,

A handwritten signature in black ink that reads "Paul Prince". The signature is written in a cursive, flowing style.

Paul Prince Sr
Collector Vehicle Appraisals

Ontario Ministry of Finance Independent Appraiser # 0000

Accredited Member of ACAAR

1977 Pontiac Firebird Trans Am 2 Door Coupe



September 10, 2009

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PRICING

Original MSRP: \$5,456

	<u>Low Retail</u>	<u>Average Retail Value</u>	<u>High Retail</u>
Base Price	\$10,200	\$17,000	\$27,200
Options			
4 Speed Transmission	10%	10%	10%
400 V8 Engine	15%	15%	15%
Air Conditioning	10%	10%	10%
TOTAL PRICE	\$13,770	\$22,950	\$36,720

Courtesy of NADA. All values are in US dollars.

My Definitions:

Excellent: Close to perfection

Very Good: A limited number of small imperfections

Good: Some medium imperfections or a large number of small imperfections but still very acceptable

Fair: Larger imperfections in appearance but still useable, maybe barely

Poor: Likely not useable or serious visual issues



STATEMENT OF POLICY

The purpose of an –ACAAR-- professional appraisal is to provide the vehicle owner ("the owner") with an unbiased written estimate of the condition and value (the "appraisal"). The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1=museum, 2=very best, 3= very good, 4= average 5= poor and 6= parts car). The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in the appraisal once it has been accepted and forwarded to the insurer for a 19A policy. (As signed on the owner questionnaire and vehicle identification form at the time of the appraisal)

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