

International Vehicle Appraisers Network

VEHICLE APPRAISAL

**Jack Anderson, Certified Appraiser
(410) 363-7088**

**222 Ritterslea Court
Owings Mills, MD 21117**
Email: chev565041@comcast.net
www.classiccarappraisalsbyjack.com

On X X, XXXX, I personally inspected and evaluated the vehicle described below for the purpose of providing an estimation of the vehicle's actual cash value today. I examined the vehicle's exterior, interior, chassis and undercarriage, and engine compartment. A mechanical evaluation and a drive test were not conducted. The evaluation is based upon authenticity, preservation/restoration, maintenance and/or replacement costs.

Vehicle Make: Chevrolet Model: Chevelle Malibu Year: 1967

VIN: XXXXXXXXXX Body Style: Sport Coupe (two-door hardtop)

Odometer Reading: XX,XXX

Color: Butternut Yellow

Interior (color/material): Black vinyl seats, black vinyl door and side panels, black vinyl headliner, and black carpeting

Vehicle Inspected at: 29th Annual Mid-Atlantic Chevelle Show & Swap Meet, North East, Maryland

Owner: XXX XXX Phone: (XXX) XXX-XXX

Address: XXXX, XX XXXXX

Vehicle Equipment/Features/Options

NOM rebuilt 1967 327 cubic inch, 325 horsepower "L79" V8 engine, with Winters Foundry aluminum intake manifold, Holley four-barrel carburetor, chrome-plated "Chevrolet" script valve covers, and open element chrome-plated air cleaner assembly; Muncie M20 wide ratio four-speed manual transmission; 12 bolt Positraction rear differential and axle assembly, with 3.55:1 gear set; power steering; power front disc and rear drum brakes; 14x6 inch "Rally" slotted steel wheels, with stainless steel trim rings and chrome-plated and stainless steel center caps; reproduction Firestone Super Sport Wide Oval F70-14 red line bias ply tires; factory air conditioning; Softray tinted glass – all windows; AM pushbutton radio with package shelf-mounted rear speaker; full instrumentation, including water temperature, oil pressure, fuel, and amperage gauges; "blinker" tachometer with built-in left turn signal indicator; and front and rear Chevrolet vinyl floor mats.

The owner reports that this vehicle underwent a comprehensive, five-year body-off rotisserie restoration, which was recently completed. Although not originally equipped with the "L79" engine and matching transmission and rear end, the owner indicated that this drive train was installed in and came from a 1967 Chevrolet Chevelle. The owner further reports that the vehicle's original factory-installed doors, quarter panels, floor pans, trunk pan, fenders, hood, and trunk lid were retained and did not require any rust-related repairs. Also,

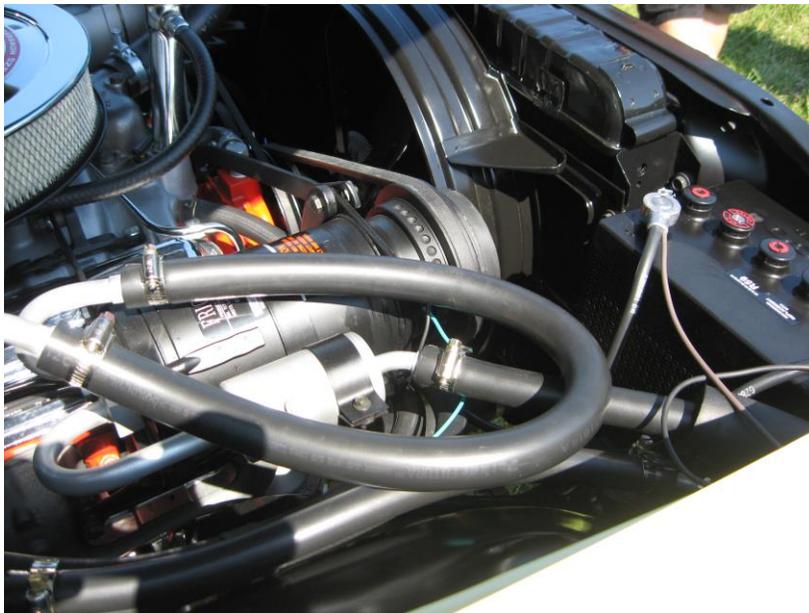
wherever possible, NOS (i.e., new-old stock) chrome-plated components (e.g., front bumpers, emblems and taillight bezels), and stainless steel and aluminum moldings and trim were sourced and installed. Reproduction vinyl seat upholstery, door and side panels, headliner, and carpeting were all installed during the restoration.

Evaluation/Comments by Vehicle Area

Engine/Engine Compartment:

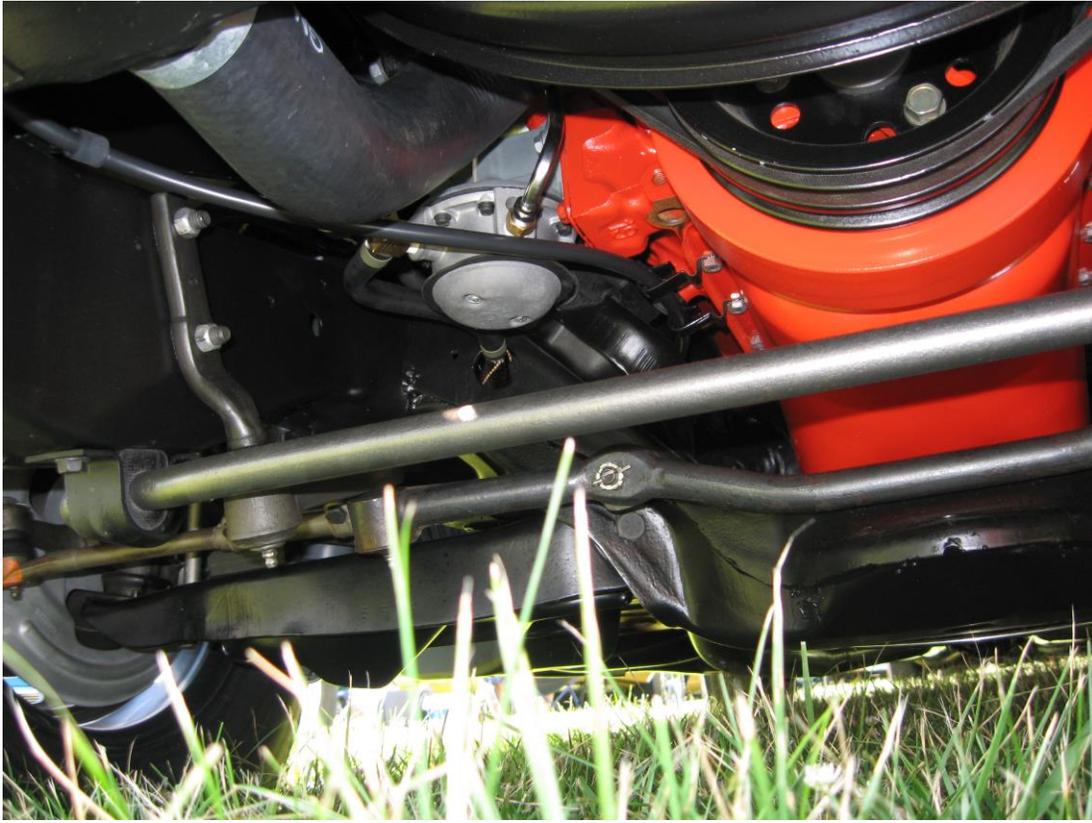
The engine and engine compartment exhibit an exceptional level of detail, with replication of factory-applied and installed paint, coatings, cadmium and zinc plating, fasteners, hoses, clamps, part tags and stickers, and assembly line crayon markings and paint dabs. Even some of the typical factory flaws from this era, such as body-color paint overspray, have been recreated on the front edge of hood and the top of the firewall. Although this engine would have come with closed filter element air cleaner and snorkel assembly painted satin black, the owner chose to install an open element air cleaner with a chrome-plated top. The overall condition, cleanliness, and level of detailing of the engine and engine compartment are *outstanding*.





Chassis/Suspension/Undercarriage:

Similar to the engine and engine compartment, the chassis/frame, front and rear suspension components, and undercarriage exhibit an exceptional level of detail, with replication of factory-applied and installed paint, coatings, cadmium and zinc plating, hardware, part tags and stickers, and factory flaws, again with the intent of recreating factory originality. For example, the floor pans and underside of the trunk floor are correctly painted red oxide primer, with replication of body color overspray along the outer edges. The reproduction bias ply red line tires, and the steel wheels, trim rings, and center caps all appear "as new." Some oil/fluid seepage is observed on the bottom nut of the steering box, which should be investigated and corrected. The overall condition, cleanliness, and level of detailing of the chassis, front and rear suspension, and undercarriage are *outstanding*.





Interior and Trunk:

In the Interior, new carpeting, aluminum sill plates, vinyl seat upholstery, vinyl door and side panels, and vinyl headliner have been installed. The chrome-plated instrument cluster bezel and plastic dash trim appear “as new,” and the instruments and gauges all have clear lenses and bright needles and markings. The chrome-plated shifter arm and ball, and rubber floor boot are excellent. There is some minor wrinkling of the headliner near the right sail panel. Otherwise, the fit and finish are excellent, again with great care taken to replicate factory originality in the interior. In the Trunk, a reproduction vinyl mat has been installed and gray spatter paint closely approximating the coating used at the factory has been applied. A reproduction spare tire matching those on the ground is in place along with the correctly painted slotted steel “Rally” wheel, and the plated and painted jack and lug wrench. The overall condition, cleanliness, and level of detailing of the Interior and the Trunk are *outstanding*.





Exterior:

The body is exceptionally straight, with no observable signs of panel repair or replacement, or previous collision damage. Both doors open and close properly, with neither exhibiting any hinge sag. The gaps between the doors and fenders and quarter panels, the trunk lid and the upper quarter panels, and the hood and the tops of the fenders and the cowl are all excellent. However, the hood is slightly raised on the driver's side at the cowl and fender. The hue/shade of the basecoat/clearcoat paint is a very near match to that of the acrylic lacquer paint that was originally applied at the factory, with none of the excess deep gloss and waviness typical of modern clearcoats. The paint has an excellent appearance, with no obvious or easily detectable flaws, including dirt specs, runs, fisheye, swirls, or orange peel. The glass has the correct factory markings, with no scratches or stone chips seen. The chrome-plated bumpers, emblems and bezels, the stainless steel trim and surround moldings, and the aluminum trim pieces all appear "as new." The overall condition, cleanliness, and level of detailing of the Exterior are *outstanding*.





Overall Summary/Comments/Condition Grade/Valuation

This highly attractive vehicle recently underwent a comprehensive body-off rotisserie restoration, with all four vehicle areas exhibiting outstanding attention to detail, and fit and finish. Only adjusting the hood fit at the driver's side rear corner, and diagnosing and repairing the fluid/oil seepage on the bottom of the steering box are all that is needed to improve on the already exceptional appearance and presentation of the vehicle.

Overall condition grade: "1": "Excellent" (using the condition scale of 1 to 6 as established in the *Old Cars Report Price Guide*, with "1" being "Excellent" and "6" being a "Parts Car").

After careful evaluation of this vehicle, based on my expertise and experience, and after reviewing *Old Cars Report Price Guide*, the *NADA Classic, Collectible, Exotic and Muscle Car Appraisal Guide & Directory*, the Internet, and the International Vehicle Appraisers Network database, and consulting with other Professional Appraisers, museums, and automotive experts, as necessary, I appraise (estimate) this vehicle as having an actual cash value of **\$XX,XXX**.

I hereby state that I have no financial interest, ownership, or employment in/with any firm engaged in the purchase, sale, insurance or transport of motorized vehicles or in any firm engaged in the repair or restoration of motorized vehicles. I further state that I have received no compensation for this appraisal, from any source, other than my fee of \$XXX. Therefore, I have no actual or potential conflict of interest in providing this appraisal.

Signed  Jack Anderson

CREDENTIALS – JACK ANDERSON

- Certified Appraiser in the International Vehicle Appraisers Network (I-VAN – national association) since May 2002.
- Appraisals accepted by insurance companies as well as banks, credit unions, and the Internal Revenue Service.
- National Judge for the Vintage Chevrolet Club of America (VCCA). VCCA National Meet Chief Judge in 2001, 2003, and 2004, and Assistant Chief Judge in 2002 and 2016. Numerous VCCA judging credits.
- Classic Chevy International (CCI) National Judge.
- Chevrolet Nomad Association (CNA) National Judge.
- Antique Automobile Club of America (AACA) National Judge.
- VCCA National Judges Training Director (1999-2004). Designed and created the VCCA National Judging School curriculum. Presented the VCCA National Judging School throughout the country.
- Member of the VCCA National Judging Committee (1999-2012). Helped develop the VCCA Judging Manual and the revised VCCA Judging Forms. Helped establish the VCCA Historic Preservation of Original Chevrolet Features class and related judging procedures.
- Membership in the following national clubs: VCCA, AACA, and CCI.
- Appraisals accepted by the AACA Museum in Hershey, Pennsylvania.
- Owner of National Award winning Chevrolets, including a 1956 Chevrolet Bel Air that won First Place in class at the 40th VCCA Anniversary Meet in Springfield, Illinois.
- Guest Speaker on Appraisals and Insurance for clubs and professional associations.
- Fifteen-plus years of claims and underwriting experience in the property and casualty insurance industry.
- Supervised 16 Claims Representatives handling auto physical damage claims and no-fault personal injury claims with Liberty Mutual Insurance Company (1979-81).
- Holds the Chartered Property Casualty Underwriter (CPCU) professional insurance designation (conferred 1985).
- Graduate of Gettysburg College, Gettysburg, Pennsylvania (Bachelor of Arts – 1977).