

1969 CORVETTE STINGRAY L89



CONVERTIBLE
19467S704504

Used Vehicle Appraisal

Vehicle Information

Date: 10/26/23

Year:	1969	Make:	Chevrolet	Model:	Corvette	License#	
VIN:	19467S704504			Mileage:	948 (ODO)		67401
Sub-Model:	L89 Stingray CV			Title	Washington	Owners	
Title Number:	1618820303					Unknown	
Legal Owner:	N/A					Current Use	
Registered	N/A					Private	
Seller:						Intended Use	
Address:						Investment	
City:				State:		ZIP:	
Phone:			Email:			Financed	
Buyer:						No	
Address:						History Report	
City:				State:		ZIP:	
Phone:			Email:			NICB	
Appraisal Type:	Summary			Color:	Fathom Green (983)	No Record	
Value Type:	Fair Market Value			Interior:	Black (ZQ4)	Service Records	
Effective Date:	10/26/2023			Trim:	Chrome/Silver	Partial	
Comments: 1969 Chevrolet Corvette L89 option 4 Speed convertible. Restored in 2016. 1 of 390 cars produced by General Motors in 1969 with a production date of October 18, 1968. The car is repainted in 2 stage urethane in the original Fathom Green (983) color code. It is upholstered in the original style black vinyl (ZQ4). The wheels are 15" rally wheels with caps and red stripe F70 Firestone tires. The top is black vinyl as original. No hard top was noted. The engine is a 435hp 427c.i.d. V8 with 3 2bbl.holley carburetors, of which the forward one appears to have been replaced with a correct unit. The engine appears original and is the correct engine for the car with matching numbers (See additional comments). It labors on cold start requiring excessive pumping of the gas pedal and over revs (continued)						Accidents	
						No	
						Frame Damage	
						No	
						Restoration	
						Restored 2016	
						Appraisal Value	
						\$110,000	
						Fee	
						\$300+\$150 Travel	

Equipment

Engine	8 Cylinder	Gasoline carbureted
Transmission	Manual	4 Speed
Differential/Drive Type	Independent Rear Suspension	Positive Traction
Exterior Lighting	Intact, functional. Lenses look new.	
Tires/Size/Date	F70 15"	

Installed Options

<input type="checkbox"/> A/C <input type="checkbox"/> ABS <input type="checkbox"/> Alarm <input type="checkbox"/> All Wheel Drive <input type="checkbox"/> Aluminum Wheels <input checked="" type="checkbox"/> AM/FM <input type="checkbox"/> Automatic Windows <input type="checkbox"/> Backup Camera <input type="checkbox"/> Cassette CD <input type="checkbox"/> Cruise Control <input type="checkbox"/> Dual Air Bags <input type="checkbox"/> Entertainment System <input type="checkbox"/> Front Disc Brakes	<input type="checkbox"/> Fog Lamps <input checked="" type="checkbox"/> 4 Wheel Disc Brakes <input type="checkbox"/> Heated Mirrors <input type="checkbox"/> Heated Seats <input type="checkbox"/> Heated Steering <input type="checkbox"/> Key-less Entry <input type="checkbox"/> Hid Headlamp <input type="checkbox"/> Leather <input type="checkbox"/> Moon Roof <input type="checkbox"/> Navigation System <input type="checkbox"/> Park Assist <input checked="" type="checkbox"/> Power Brakes <input type="checkbox"/> Power Locks	<input type="checkbox"/> Power Seats <input checked="" type="checkbox"/> Power Steering <input checked="" type="checkbox"/> Power Windows <input type="checkbox"/> Premium Wheels <input type="checkbox"/> Running Boards <input type="checkbox"/> Satellite Radio <input type="checkbox"/> Side Air Bags` Sunroof <input checked="" type="checkbox"/> Telescoping Steering <input type="checkbox"/> Theft Recovery <input checked="" type="checkbox"/> Tilt Column <input type="checkbox"/> Tonneau Cover <input type="checkbox"/> Tow Package <input type="checkbox"/> Trailer Hitch
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RPO #	DESCRIPTION	QUAN-TITY	\$ RE-TAIL
19467	Base Corvette Convertible	16,633	4,438
A01	Soft Ray Tinted Glass, all windows	31,270	16
A31	Power Windows	9,816	63
A82	Headrests	38,762	17
F41	Special Front and Rear Suspension	1,661	36
G81	Positraction Rear Axle	36,965	46
J50	Power Brakes	16,876	42
J56	Special Heavy Duty Brakes	115	384
K66	Transistor Ignition System	5,702	81
L71	427ci, 435hp Engine	2,722	437

L89	Aluminum Cylinder Heads with L71 Engine	390	832
MA6	Heavy Duty Clutch	102	79
M21	4-Speed Manual Transmission, close ratio	13,741	184
N14	Side Mount Exhaust System	4,355	147
N37	Tilt-Telescopic Steering Column	10,325	84
N40	Power Steering	22,866	105
PT6	F70x15 Red Stripe Tires, Nylon	5,210	31
TJ2	Front Fender Louver Trim	11,962	21
U15	Speed Warning Indicator	3,561	11
U79	AM-FM StereoRadio	4,114	278

1969 Cor- vette Exte- rior Color Choices

CODE	EXTERIOR	QUANTITY
983	Fathom Green	n/a

1969 Corvette Interior Color Choices

CODE	COLOR
ZQ4	Black Vinyl

Comments (continued) and settles hard off choke. This is typical of incorrectly adjusting the idle to the throttle stop instead of the air mixture/bleed screws. The choke is automatic from a manifold preheater and is functional but also runs against the stop. The pull off does not function properly due to this. The carburetors most likely do not need overhaul but correct adjustment instead. These are common issues with carburetion, especially with multiple carburetors and simply require an experienced technician to tune them properly.

The engine is clean without signs of leakage. It has the correct aluminum cylinder heads, aluminum intake manifold and air cleaner. It is also equipped with the correct transistorized ignition system. There is braided insulation on the spark plug wires. The #2 cylinder has an almost imperceptible miss to it, likely from incorrectly adjusted timing or less likely a valve open for excessive duration, both conditions could be detected by the rhythmic, momentary draw of air into the exhaust on the right side at idle. There are no other fault indications with the engine. It is equipped with the N14 side pipe option which are in excellent condition. When the ignition is switched on, the vacuum system for the headlamps makes a tone that is probably a miniscule leak in the system and the noise ceases once the system is replenished. It does not affect the functionality of the headlamps, but the noise is noticeable when the car is not running.

All of the ancillary components in the engine compartment are intact, correct, and mostly original. The correct radiator, fan clutch and other cooling system components are in very good condition and there are no cooling or heating issues noted.

The brake booster and master cylinder are clean and show no evidence of leak or failure. However, considering the limited number of miles (859 in 7 years), it would be appropriate to flush the fluid and inspect the braking system as brake fluid is known to draw moisture. There are no indications of brake failure.

The transmission is a correct M21 Muncie 4 speed (unable to verify numbers without lifting the car, but no reason to suspect it is not original) and the rear differential is a 4.11 positive traction unit, (Tags present)

The interior is in very good condition with slight fading to the carpet. The seat upholstery is near perfect, the dash and speedometer and tachometer are in excellent condition. The console gauges are functional, intact but slightly weather faded, as is the console itself. There is no damage to the console.

Door panels look original and are clean with slightly loose form on the edges. They are properly attached without exposed screws. The handles and lock mechanisms are in very good condition and functional, as are the power windows.

The convertible top is in near new condition with no scratches on the rear window. The right side lock tab in the rear is difficult to release. This is due to the tension rod having excessive pressure on it. The fulcrum in the center appears to be assembled incorrectly and reversed. The

car has definitely not been molested since restoration. It is very well done and is quite original in appearance. There are no indications of the motor being out or apart aside from the front carburetor being replaced.

The fiberglass body is in very good condition without cracks or fracture. The inner wheel lips are smooth with no evidence of previous body damage or excessive filler from the repaint. The clear coat is somewhat thin, needing additional layers in order to obtain a Concours finish. There are a few imperfections in the form of chips some of which have been filled. There is no reason or justification of any kind to repaint the car. A professional could easily repair these points with an airbrush. The paint overall is an 8 out of 10.

The Corvette C3 registry lists it as being owned by RK Motors and restoration was completed in 2016, It was purchased by the current seller who has owned it for almost 8 years. It has 948 miles on the odometer which was documented in 2016. The actual mileage and ownership is unknown.

CERTIFIED

Exterior/Body

<i>Item</i>	<i>Condition</i>	<i>Comments</i>
Bumpers	Excellent	No Flaws
Doors	Very Good	Window scrapers and seals aged
Fenders	Excellent	
Floor Pans	Very Good	
Frame/Uni-body	Very Good	
Glass/Mirrors	Very Good	
Hood	Good	Touched up on upper corners
Paint	Very Good	Some light surface scratching from towel or buffer Polish out
Top	Good	Right Rear release sticks (See comment above)
Trim	Excellent	^
Trunk	N/A	
Undercarriage	Very Good	

Interior/Collective Function

<i>Item</i>	<i>Condition</i>	<i>Comments</i>
Carpet	Good	Some light uniform fading from exposure
Column Switch	Good	
Console	Good	Light fading on base and light indicators
Dashboard	Very Good	
Door Handles	Very Good	
Door Panels	Very Good	Loose form around edges
Heater	Good	
Gauges	Good	Center Gauges light fading from exposure->All Work correctly
Rubber Seals	Good	Would require replacement for Concours.
Lamps	Good	
Seat belts	Good	Original, some wear from use on driver buckle.
Seats	Excellent	No signs of wear or damage
Speedometer	Excellent	
Steering Wheel	Very Good	
Visors	Good	
Window Actuators	Good	

Steering and Suspension

Item	Condition	Comments
Bushings	Very Good	New Components from restoration. Has not been in the rain. No deterioration noted.
Control Arms	Very Good	
Link Rods	Very Good	
Shocks	Very Good	
Springs	Very Good	
Struts	N/A	
Steering Gear	Very Good	X 1 Transverse Rear
Leaf Springs	Good	

Braking System

Item	Condition	Comments
ABS System	N/A	
Booster	Present	Functional
Calipers/Drums	Good	Inspect due to age. Visibly good/Functiona1
Flexible Hoses	Good	
Master Cylinder	Good	
Metal Lines	Good	
Pads	Good	
Parking Brake	Present	Functional

Engine and Drivetrain

Item	Condition	Comments
Axles/Driveshaft	Very Good	
Belts/Hoses	Very Good	
Engine	Very Good	
Fluids	Good	
Radiator	Very Good	
Tires	Good	
Transmission/Diff	Good	
Wheels	Very Good	
Exhaust	Good	N14 Side Pipes

Additional Comments

There is some questionable contention regarding these particular cars and the specific engine casting numbers. It is focused on the engine block casting numbers. It is unknown how many cars are affected but it needs clarification because there is a tremendous difference in value if a car such as this did not have the correct serial number. It's even two fold because it could suggest a car was not legitimate. This is not in regard to the stamped engine number; it is regarding the casting number on the block. There are quite a few 1969 L89 blocks and probably others that have a casting date much later than the car's build date. It is often assumed that the engine has been exchanged, this is not the case in regard to these cars.

This car is a perfect example. The production date for this Corvette is 10/18/1968. The block is stamped with the correct matching serial numbers, but the block casting is June of 1969. So, the question is: How did the engine get there? It's a simple answer - The factory installed it.

This engine is the original engine with correct matching numbers. There is little to any question to this, and relying on casting numbers alone is not acceptable evidence to question the authenticity of this car in particular or others having the same issue. In fact, it may prove the authenticity.

Many manufacturers build or 'produce' a car on a specific date. That does not mean the car was completed or delivered to a dealer for sales purposes. So, delivery and production dates are different. What most likely happened is that some of the cars in late 1968 were built late in the year and were moving through the assembly process for delivery when in April of 1969, GM workers went on strike until June, shutting down the Corvette line. When the line resumed, the newer blocks were installed in the waiting cars from October to April. That means a correct June casting date could easily be installed in a car 'produced' in 1968, and that's exactly what they did. The build sheet lists the L89 with an L71 option (3963512 Casting Date not noted) T.I. 003LP. All correct from a 1969 L89.

This is somewhat common and there are a number of mystery theories floating around. The engine blocks produced in June of 1969 had a casting number ending in 512. June 1969 427/435hp. This is ordered separately on the build sheets, followed by the L89 option 'Aluminum Heads' as an add on. Whether or not the cars had existing engines is irrelevant because the car hadn't left the factory. When the car is finished, it can then be delivered and counted as a 'Production Vehicle.

The last issue in question is of the block being a 2 bolt main. There are two ways to know. One is that 4 holes are tapped near the filter housing for the oil cooler. The other is to pull the oil pan. The 2 & 4 bolt mains have interchangeable casting numbers, both could have the bolt holes tapped so the oil cooler, so these connections might be a fairy tale in identifying the 4 bolt 427. GM likely made all of the L89 blocks with the 4 bolt main for 1969. The only way of positively identify this is to remove the oil pan and that is unnecessary in determining the authenticity of this vehicle. The stamp appears completely original and raises no suspicion.

Average Value Calculation

Average Value	With a vehicle of this rarity and desirability, it is imperative to locate comparables that are nearly identical if possible. There is a broad range of values for Corvettes due to the variety of options available. The options can add significant value. The L89 option alone adds 80% to the value. Using the base price and adding options is effective in determining ACV. This car will be evaluated as Summary, Fair Market Value with the intended use as an investment. The comparable vehicles must therefore be only #1 or #2 vehicles, although grades 3 and 4 will be listed they will not be used. These particular cars are quite desirable and early Corvettes are traded heavily in the market. The market is down 13% for this car currently. Some sellers are simply cutting their losses with the current inflation uncertainty. It is a buyers' market, and the values reflect it. Based on near identical vehicle sales and consistent value, no market adjustments were considered on comparable vehicles. The interest rate over time offset the negative market value. In simple terms, the average value of \$125,000 is an accurate value regardless of market conditions making this vehicle a stable investment that piques with condition and is open to growth in a positive automotive market. This vehicle will maintain at least the current appraisal value, although it may require some patience, diligence and timing in a weak market. Resolving the question of the engine casting number supporting the fact that this is the original engine stabilizes that value. Deductions for this vehicle to make it a grade 1 car are a simple and liberal flat amount of \$15,000 for cosmetic issues including a hard top that bring it to the average #1 value of \$125,000. The current value is \$110,000
#1 \$125,000	
#2 \$111,454	
#3 \$73,995	
#4 \$31,414	

Comparable Values:

Source	Low	Average	High	Excellent
Conceptcarz Trader	\$6,600-	\$26,950-	\$37,500-	\$56,000-
(Auction)	\$26,950	\$37,500	\$56,000	\$3,140,000
Hagerty	\$53,700	\$89,200	\$126,000	\$213,000
Hemmings	\$7,500	\$64,736	\$660,000	ASK PRICE
NADA	-	\$68,050	\$138,075	\$188,090-
VMR	\$33,043	\$53,480	\$70,288	\$95,550
This Vehicle: \$125,000 - \$15,000= \$110,000		Value Grade: #2		

The determination of which car values were used are based on a minimum of 3 of the above listed sources. These were selected based on like vehicles with the most recent sales, followed by volume and type of vehicle. Once the value grade is determined, this vehicle is compared to the average of these combined values above as a baseline and adjusted by comparison based on the information contained in this report.

The VIN number on this vehicle has been entered into the National Insurance Crime Database to check for total loss, theft recovery or unrecovered vehicle. This information is dispersed as required by law.

Certification:

I certify that, to the best of my knowledge and belief:

- ☒ The statements of fact contained in this report are true and correct.
- ☒ The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- ☒ I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- ☒ I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- ☒ My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- ☒ My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- ☒ My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- ☒ I have made a personal inspection of the property that is the subject of this report.
- ☒ No one provided significant personal property appraisal assistance to the person signing this certification.

Steven L. Keller



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CERTIFIED

Comparable Vehicles

Year:	1969	Mileage:	45,000	Location:	Scottsdale	Date:	07/05/2017
Grade:	1	Asking:	-	Sale Type:	Auction	Sold:	\$205,000

Comments: 1969 L89 4 owners, fully documented, nut and bolt restoration in 2014, 200 miles since restoration. Prime example of an L89 car. Later build 09/23/1969



0020

Year:	1969	Mileage:	79,000	Location:	Illinois	Date:	10/13/2023
Grade:	1	Asking:	-	Sale Type:	Auction Private party	Sold:	\$105,000

Comments: 1969 L89 Restored, documented, Engine replaced in 2002 along with refurbishing the body. interior and rebuilding the drivetrain and suspension, upper valvetrain rebuilt 2017. #1 car



Year:	1969	Mileage:	352	Location:	Scottsdale	Date:	01/15/2015
Grade:	1	Asking:	-	Sale Type:	Auction	Sold:	\$220,000

Comments: 1969 L89 convertible with 352 original documented miles. Never titled or registered, could easily be a museum piece. Current sale value is probably more in the \$300,000 range in todays dollar.



Year:	1969	Mileage:	Unknown	Location:	Northeast U.S.	Date:	05/15/2016
Grade:	1	Asking:	-	Sale Type:	Auction	Sold:	\$99,000

Comments: 1969 L89 fully restored. Investment grade



1969

Year:	1969	Mileage:	45,310	Location:	Arizona	Date:	06/15/2017
Grade:	1	Asking:	-	Sale Type:	Auction	Sold:	\$92,500

Comments: 1969 L89 delivered in October 1968. 48,310 miles. Fathom Green with black interior ZQ4. Fully documented from day 1 including full restoration. This car would not have a 512 stamping.



Year:	1969	Mileage:	Unknown	Location:	Orange Cty.	Date:	2011
Grade:	1	Asking:	-	Sale Type:	Auction	Sold:	\$121,000

Comments: Fully documented L89 Immaculate restoration with available N.O.S. parts in 2008



Photos



704504

ST. LOUIS, MISSOURI

Model	1967 CORVETTE CONVERTIBLE	5420.00
Destination Charge		102.00
	Subtotal	5522.00
Manufacturer's Suggested Retail Prices (including dealer prep and destination charge) on the basis of the Manufacturer's suggested retail price.		
2A61BA	SOFT-WEY TINTED GLASS	16.90
2A81BA	POWER WINDOWS	63.20
2A81BF	HEAD RESTRAINTS	17.95
2C05AA	CONVERTIBLE TOP BLACK	.00
2F41AC	SPECIAL-PURPOSE SUSPENSION	36.90
2U01AA	FOUR-TRAC AXLE 4110410	46.35
2J00DA	POWER BRACKETS	42.35
2K66BA	FUEL-TRANSISTOR IGNITION SET	81.10
2L71AA	435-HP TURBO-JET 427 V8	437.10
2L80AA	ALUMINUM CYLINDER HEAD E801F	334.95
2M21AC	4-SPD CLOSE-RATIO TRANSMISSION	184.80
2N40AM	POWER STEERING	105.35
2N37AA	TILT-TELESCOPIC STEERING WHEEL	84.30
2P10AA	770 X 15 RED-STRIPED TIRES	21.70
2U15AA	SPEED-WARNING INDICATOR	11.60
2U691A	AM/FM PUSHBUTTON RADIO	172.75
2U79AB	AM/FM STEREO PUSHBUTTON RADIO	105.35
2U81AA	PATRON GREEN	.00
Factory Installed Options and Accessories		Subtotal
Total Amount		\$ 6354.05

Price is total dealer invoice price.

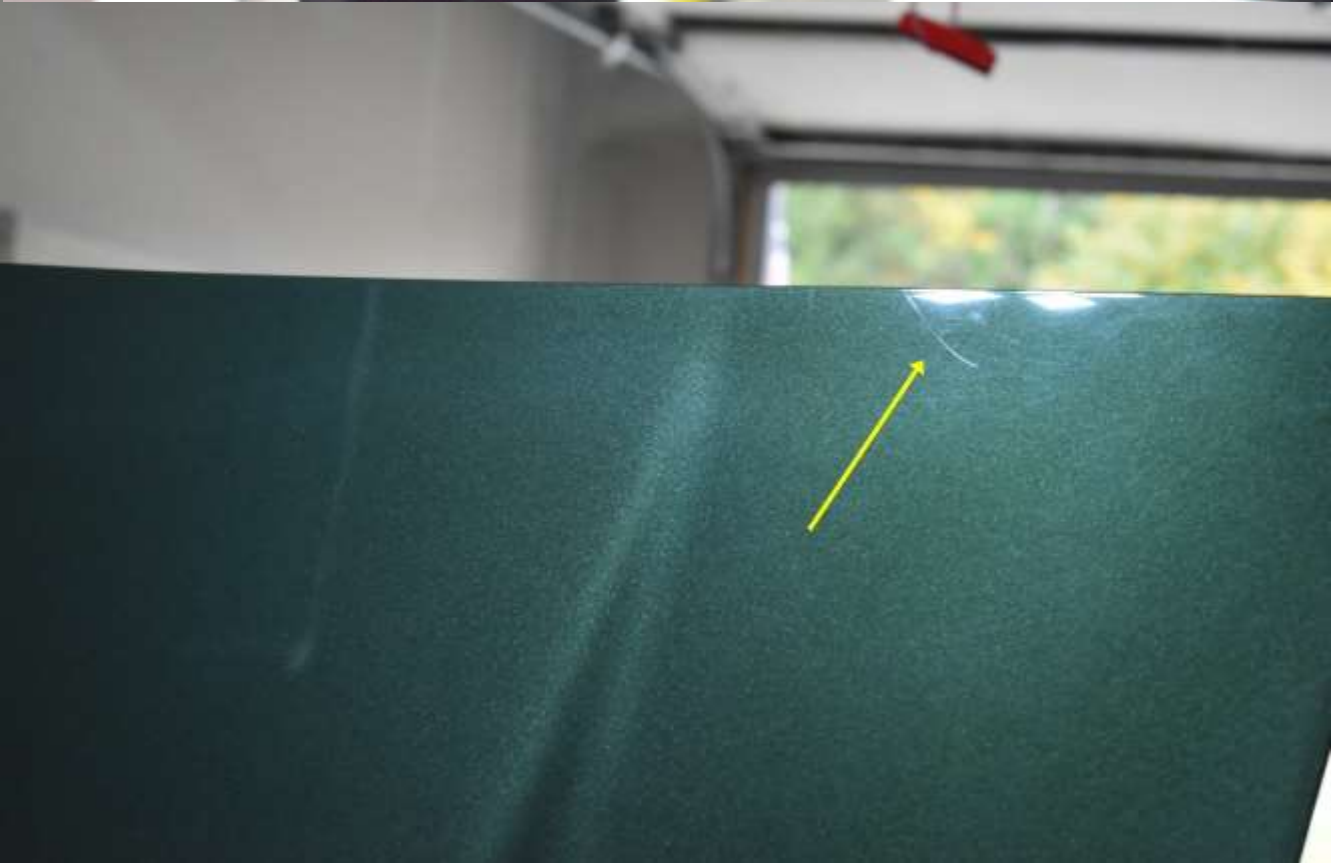


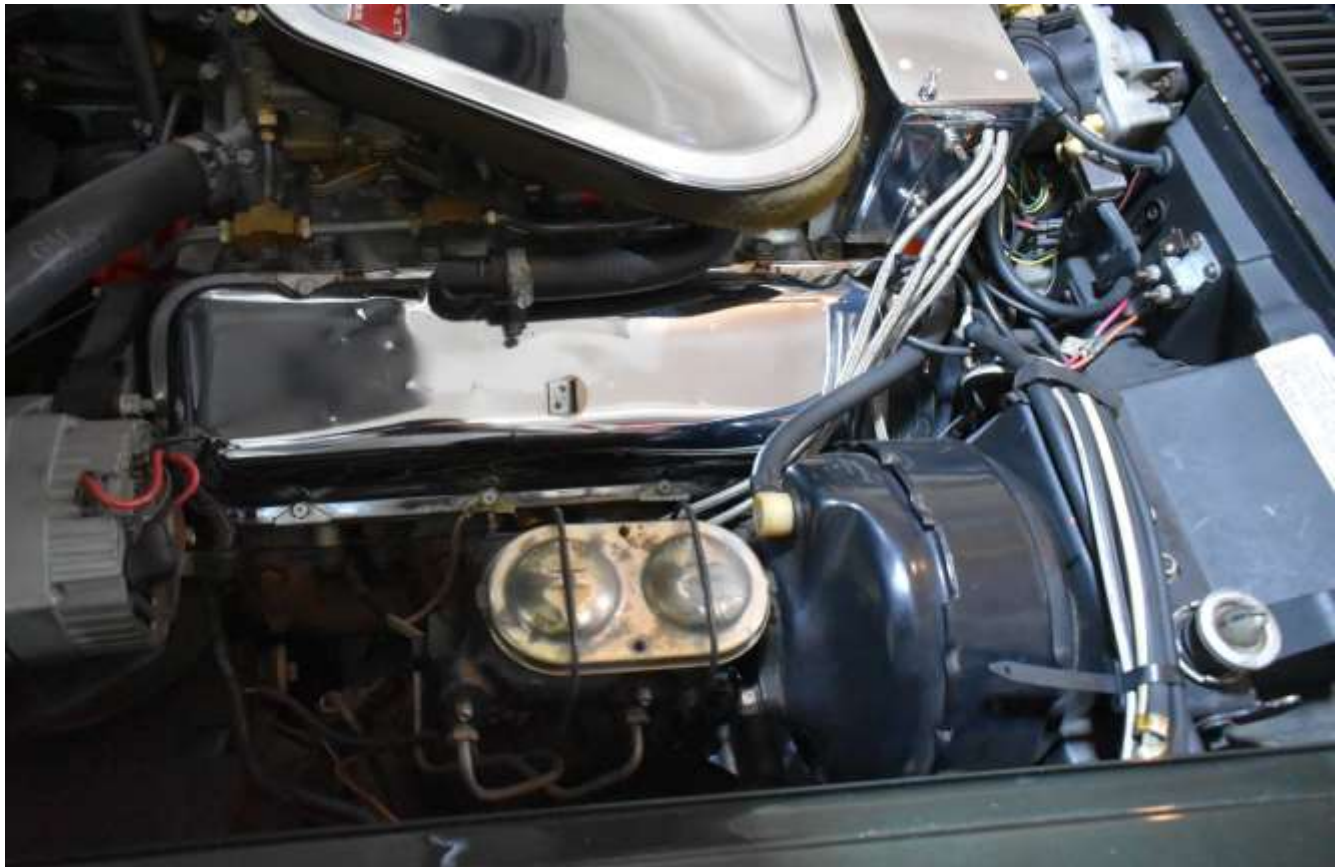


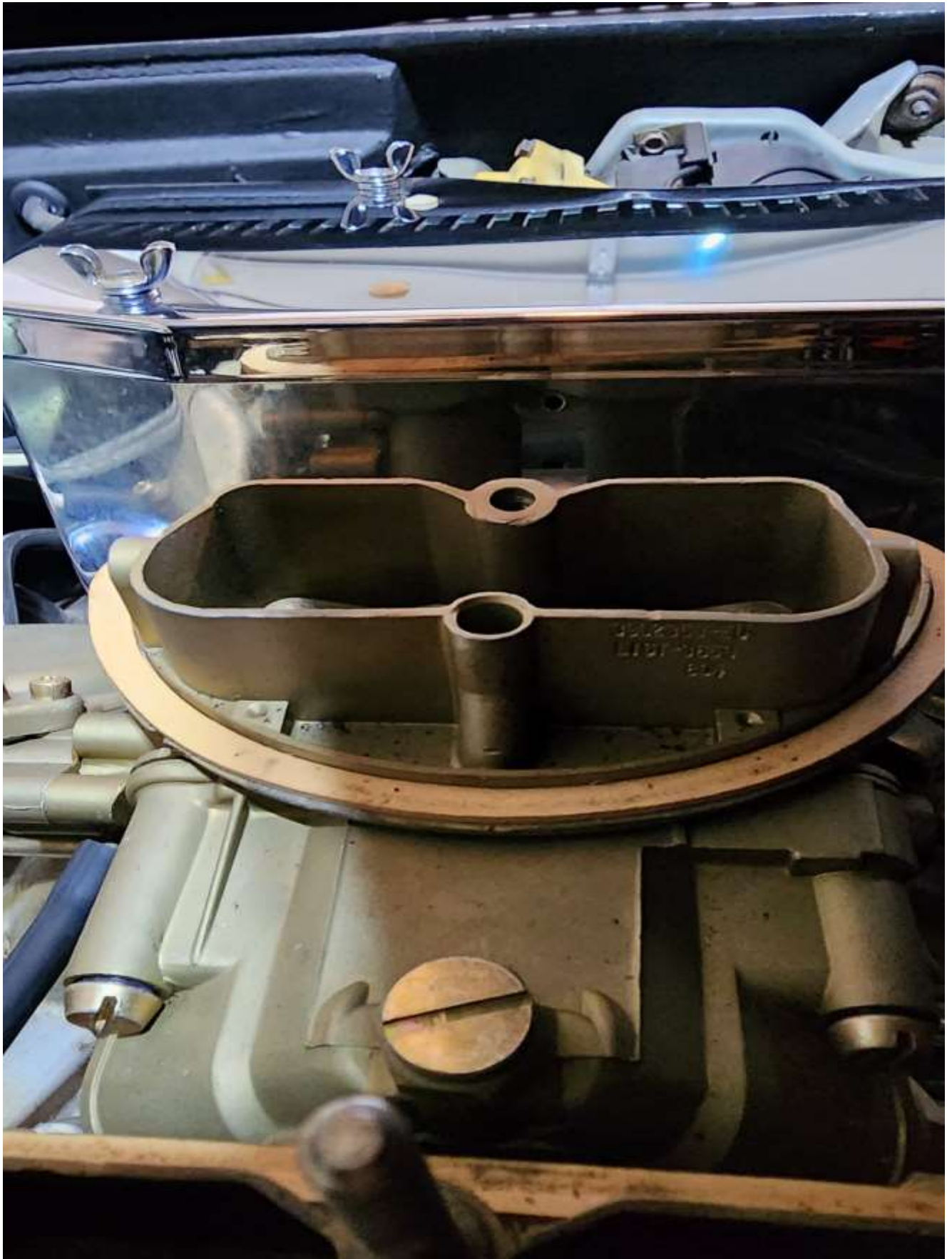


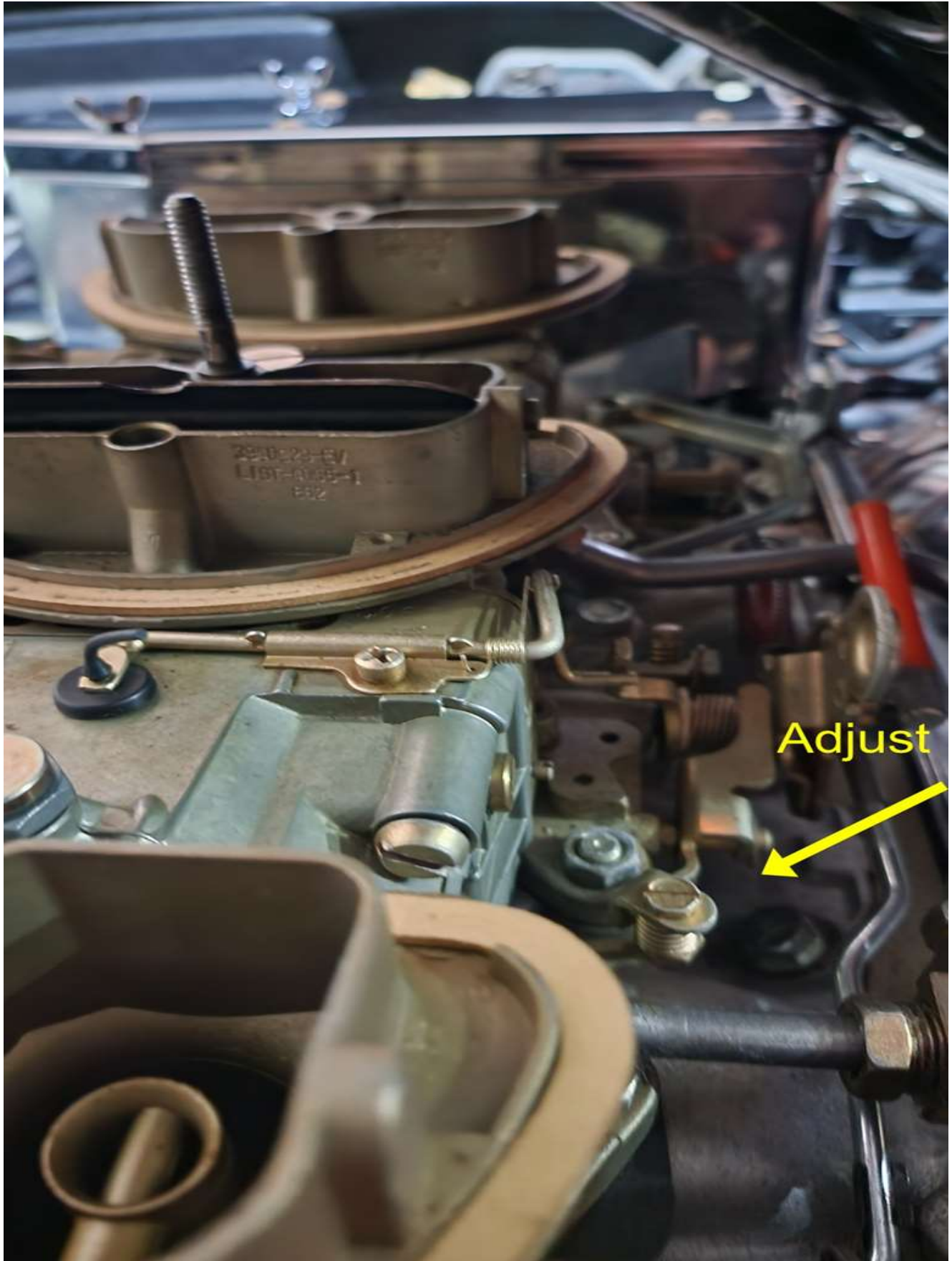












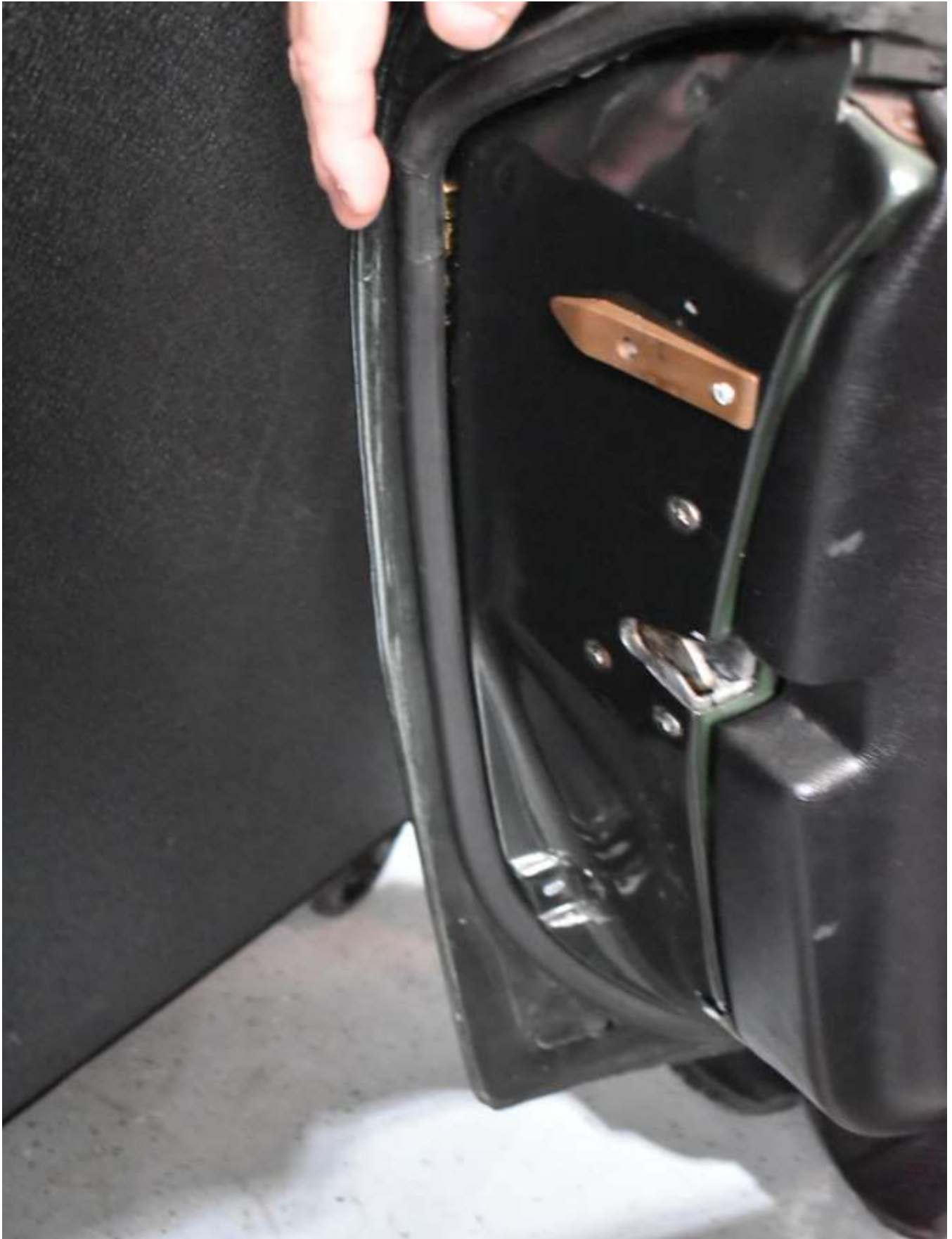








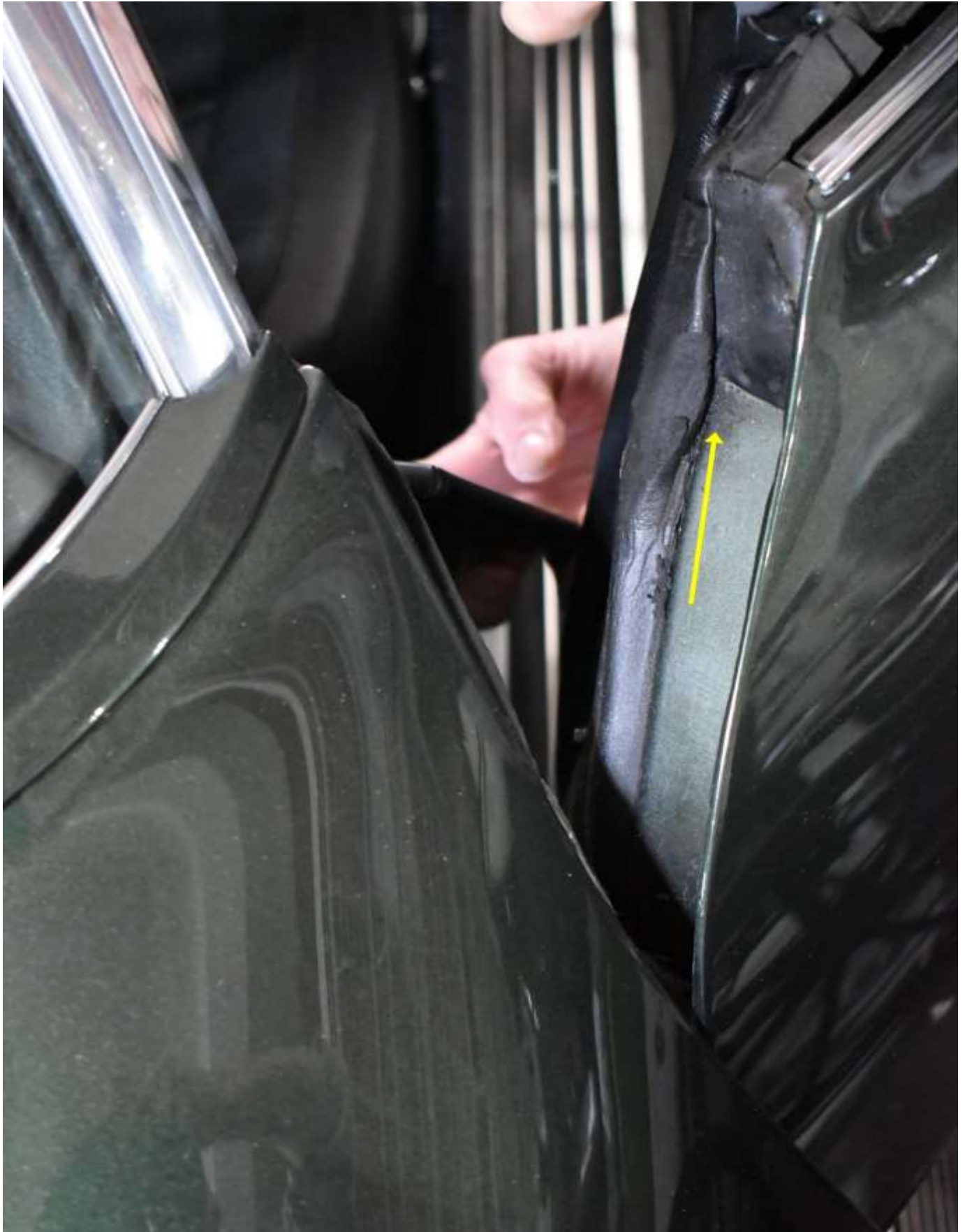






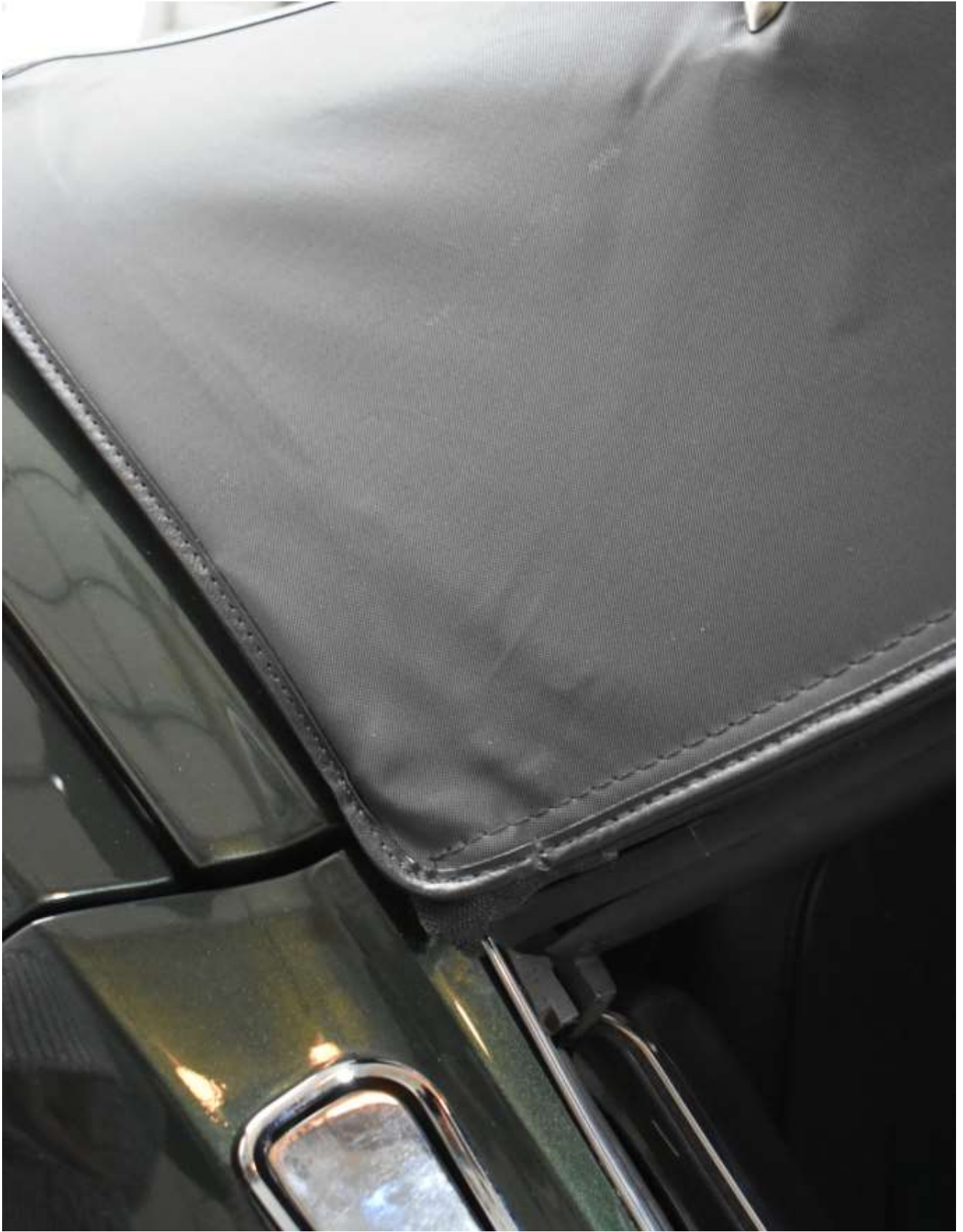


















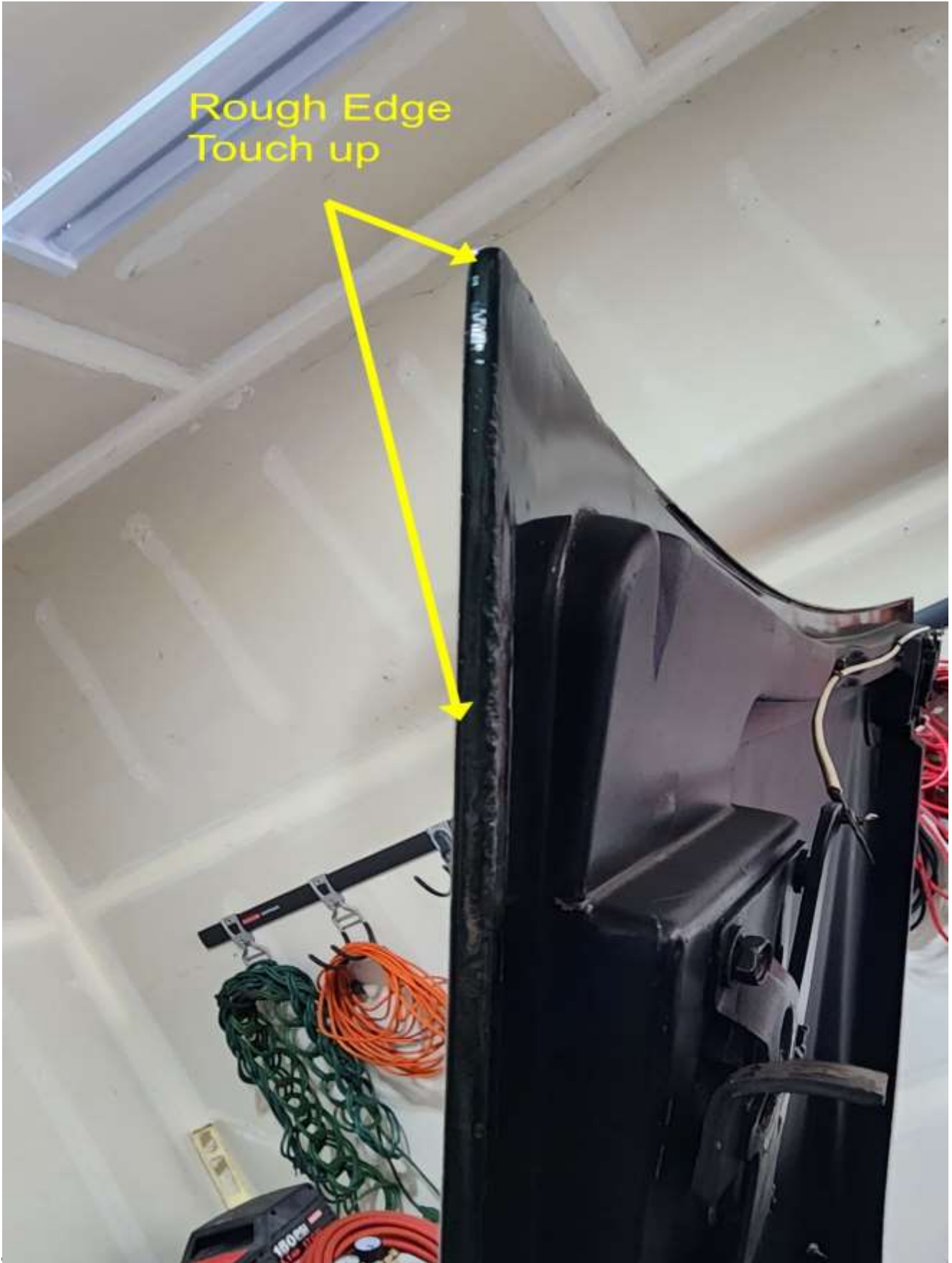


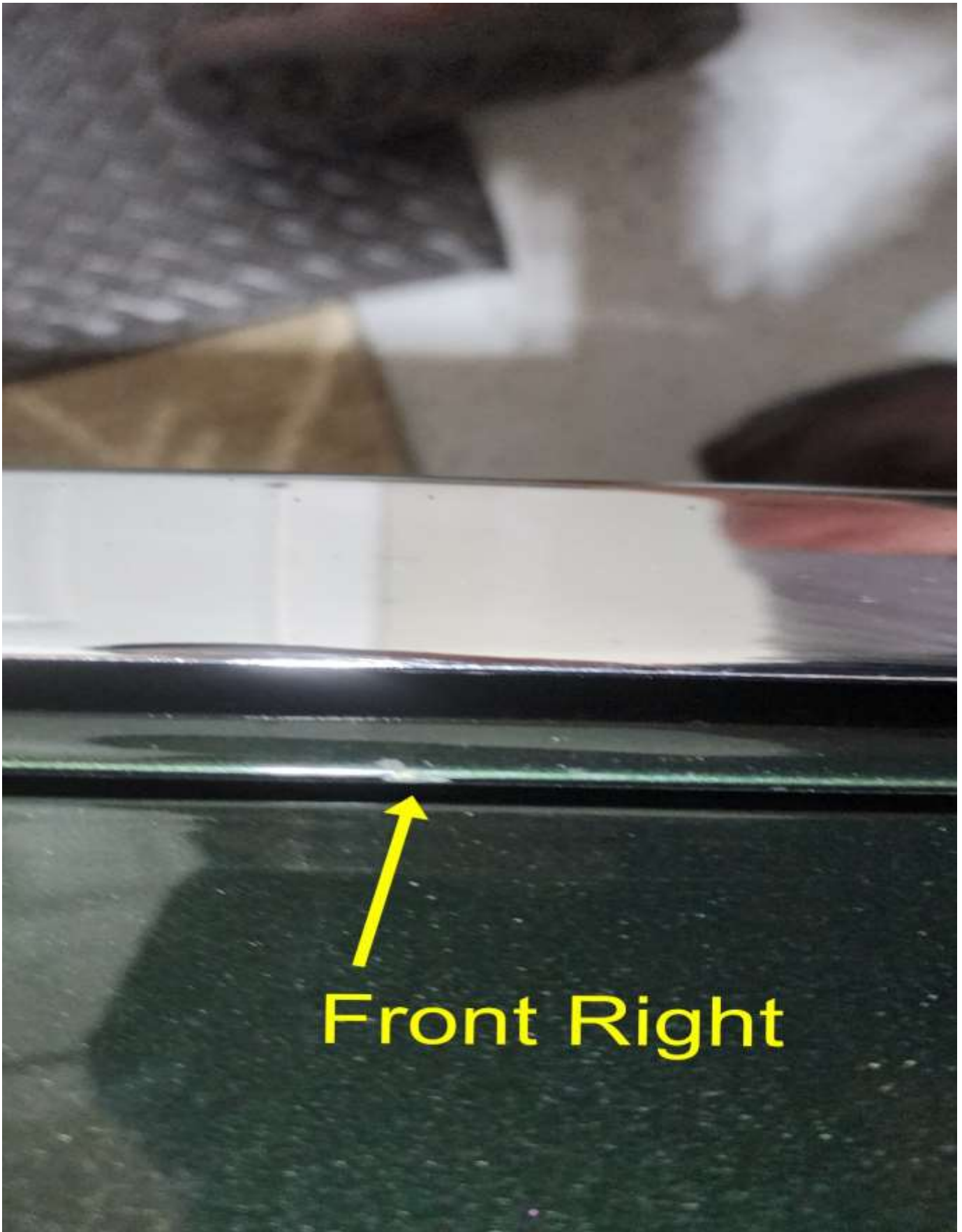






Rough Edge
Touch up





Front Right



RR Tonneau



Summary of Terms

Appraisals are based on intended use and purpose, such as Replacement cost, Market Value, Diminished value etc.

The scope of each appraisal will vary, and not all items will be marked. With this, the costs will also vary and will be paid upfront. The appraisal will be delivered in 3-5 days electronically, or 7-10 days by mail.

The following documents are informative information only and provide you with the methods used to evaluate and value the vehicle appraised.

Photos are included in the documentation; additional photos can be requested for a fee.

Values are calculated by using the guide or "Book Value:" from several resources. These are combined and averaged for each condition. The values of 4 of the most similar, recently sold vehicles in the range from low to high. This means the lowest asking price or sale price, and the highest asking or sale price, along with two that are the average or mid-range. These are averaged and the conditions compared. Book value and sales values are combined, compared with condition and a value determination is reached.

The following industry guidelines might vary slightly due to the appraisal being a "Classic" (more than 25 Years old) "Antique" (25 to 45 years old) or "Vintage" (older than 45 years). The industry standards are typically what is used, but there may be additional value or use types to supplement these.

Although there are six value grades in the industry, you will typically only see four due to the fact that book values only contain three or four grades which is the actual standard.

In the event that there is a lack of tangible sales for comparison, an inflation calculation may be included in the calculation of value. This will always be combined with the most recent market trend for a particular vehicle. If there are not enough comparable sales values, the report will almost always be "Self-Contained", meaning that the appraisal is entirely self-reliant and is essentially at the appraiser's own determination. This is rare and the appraisal value is considered 'Market Burden', or what the market will bear.

There is always a detailed description of how the values were calculated and arrived at. This includes two values. *The value on the data sheet is the current appraised value.* The value listed in comparable vehicles is the average value with corrections for the vehicle. If proper repairs are made and subsequently inspected by the appraiser, one value correction will be issued within one year of appraisal.

General Industry Vehicle Conditions

(How your vehicle is evaluated and rated)

#1 - Excellent: A car with no deductions for non-originality, condition, function, cosmetics, etc. It needs absolutely nothing. A completely original vehicle that is 100% free of defects and is generally considered immaculate and looks as if it is sitting on a showroom floor, prior to being sold for the first time.

#2 - Very Good: Exceptionally clean and original car, maintained original, showing very minimal wear and use. A very clean car that is free of any major defects. The exterior paint and body, along with the interior have only very minor wear (if any) and blemishes that can be described as insignificant. The chassis, engine and compartment are free of oil leaks and excessive dirt buildup. This car is in possession of only very minor flaws.

#3 - Good: A "good" vehicle rating means that the vehicle is free of any major defects and shows regular wear to most all areas. Many street driven vehicles owned by consumers fall into this category. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components, or a partially restored vehicle with all parts necessary to complete it and/or valuable NOS parts.

#4 - Average: A drivable vehicle needing no or only minor work. Probably has some mechanical defects but is still in safe running condition and is totally presentable as a standard example of a normally driven transportation vehicle. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent", but the vehicle is mostly usable "as is".

#5 - Fair/Restorable: Commonly referred to as a daily driver or a car stored in a barn for years that is relatively complete and restorable without an unreasonable amount of work and expense. The vehicle needs a **complete** restoration of body, chassis, interior and mechanical components to bring the vehicle to a #2 condition. The vehicle may or may not be running, but is not weathered, wrecked, or stripped to the point of being useful only for parts.

#6 - Parts Vehicle: May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts. The vehicle is incomplete to various degrees. The vehicle is not restorable and is just "to far gone" to restore but is too good to send to the crusher for recycling.

Types of Value

Actual Cash Value (ACV): An insurance term that usually means the sum of money required at the time of loss, to acquire a similar vehicle, as the property destroyed, less any appropriate depreciation for previous use.

Fair Market Value (FMV): An asset's estimated value if it were sold today in the current market. It is an opinion expressed in terms of money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, as of a specific date.

Liquidation Value: An impending sale with limited conditions. An orderly liquidation is planned disposal with price consideration. A forced liquidation is immediate disposal without price consideration. An absolute auction has no reserve price.

Replacement Value: A term used when describing the cost to replace an automobile in the exact or equivalent condition and with the same components, less any depreciation due to use or deterioration.

Salvage Value: Parts value without consideration of the specific vehicle the parts came from.

Hypothetical Value: The value of stolen or damaged vehicles, which are not always available for physical inspection, based on assumed conditions, sometimes contrary to fact, with limiting conditions.

Reconstructive Value: A vehicle's value in pre-accident condition is estimated, based on its post-accident condition with applicable limiting conditions.

Provenance or Historical Value: An additional value assigned to a vehicle above its market value due to proven ownership, association, manufacture or show and racing history.

Classic: A vehicle more than 25 years old that has attained a collectible standing. These cars are the most common collectors and typically are sought by the current younger generation.

Antique: A vehicle between 25-45 years old that has attained a collectible standing. Vehicles in this range are often already restored and steadily increasing in value. These are mostly owned by the current middle age generation out of reach financially or too difficult to obtain due to demand.

Vintage: A vehicle more than 45 year old that has attained a collectible or historic standing. At this age, vehicles are largely investment products or museum pieces. The value can depreciate due to lack of sales and being sold at considerably lower values through estate sales and probate. The values can also spike dramatically with a single sale.

Method of Inspection

(Classic Vehicles)

Body

Stand 3 feet in front of each headlight and taillight so that you can view the side panels at an angle to inspect for waves or bulges or any signs of poorly done body repair.

Check for paint blisters for signs of rust, especially over wheel wells, along rocker panels and around headlights.

Use a paint meter over various parts of the body to check for body filler, signs of previous damage and look for rust.

Check for uniform gaps between the body and the doors, trunk and hood.

Points _____

Doors

Check to see if the doors sag when they are open, as this will be a sign of worn hinges.

Look for signs of aging and cracking in the weather seals around the doors and windows. Check for paint blisters that would indicate rust, especially along the bottom edges.

Points _____

Hood and Trunk

Inspect the hood for any rippling, denting and underlying rust.

Check under the carpeting in the trunk and around the wheel housings for rust.

Are the hood and trunk aligned properly so they close and latch easily?

Points _____

Top

Originally convertibles built prior to 1950 had canvas tops, vinyl tops appeared in the 1950s. Is the top made from original-type material? Is the material worn or discolored, is the stitching coming apart? Convertibles built from 1965 into the 70s usually had glass rear windows. Is the rear window of the convertible top of the original type?

Check the condition of the convertible top mechanism, does it lower and raise easily and does it fit snugly in place.

Check for dents on vehicles with metal tops.

On vinyl covered metal-topped cars, inspect its condition and assure it's sealed tightly without rips or other damage.

Points _____

Undercarriage

Does the engine, transmission or rear axle appear to leak oil?

Check for rust around the chassis, shocks, and suspension.

Points _____

+Paint

Does the finish reflect a high gloss or is it dull? Is the finish smooth or does it have an orange peel texture?

Can you spot any runs, cracks, or drips in the paint that would indicate an unprofessional finish?

When possible, you should determine if the car is painted in its original color?

Look for indications that the car has been repainted by checking doorjambs, inside the hood and trunk. If it has, how well does the re-paint color match the original?

Points _____

Trim

Inspect all chrome plated trim pieces. Is the chrome trim bright and shiny or is the base metal showing through. Are the headlight and taillight housings or any other plated die cast parts badly pitted?

Pitting on die cast parts is not easily repaired.

Inspect the grill for damage and broken parts.

Check for missing or dented stainless steel trim on body side moldings.

Points _____

Glass

originality.

Inspect the weather seal around the glass for cracking that would allow water to leak in around the seal.

If it has cracks, then look for signs of water leakage on the dash or around the inside of the rear window.

Inspect the glass itself for chips, cracks, or discoloration.

Points _____

Dashboard and Instrument Panel

Inspect the general condition of the instrument panel and dashboard. Look for wear and aging on plating, knobs and switches.

Are there knobs missing?

Do all the knobs and switches work, for example the lights, horn, wipers, etc.?

Is the lettering around the knob plate worn or have letters missing?

Are the gauges original, intact and working? Or do they have non-original gauges or aftermarket radios that have been installed and cut into the dashboard?

Is the material covering the dash shelf cracked or splitting?

Points _____

Values are arrived using classic car guides such as VMR and NADA. Your comparables can be found online using Auto Trader Classics listings, Hemmings, and other sites that list classic cars for sale.

