

LITTLE LOT (APPRAISALS) LTD.

21604 STONY PLAIN RD., EDMONTON, AB T5S 2C3 PH. (403) 447-4100

DATE December 1, 2010

USED CAR APPRAISAL

REQUESTED BY: (owners name) [REDACTED]

(address) [REDACTED]

(telephone) [REDACTED] (business) [REDACTED]

PURPOSE OF THE APPRAISAL: (check one)

(X) to obtain proper coverage. () to settle a claim. () other.

Explanation: Independant appraisal required for special insurance coverage.

VEHICLE

Year 1964
Make Pontiac
Model Acadian-Beaumont
Body Style 2 door hardtop
Serial 48637057886
Mileage 08,379 indicated (mi)
Colour; ext.: blue
Colour; top blue
Colour; int.: black

EQUIPMENT

Engine 350 ci V8 (est 425 HP)
Trans. 4 speed / automatic
Pow. stg. yes
Pow. bks. yes (disc)
Radio yes
Buckets yes / console shift
Extras

INFORMATION PROVIDED BY THE OWNER

Car was purchased appx 5 years ago at an antique and collector car auction for the sum of \$ 27,500. Car had been totally restored from the frame up by the previous owner and a detailed list of what work was done, what extras etc were added can be provided by the owner. It is claimed that the car ran a 12.96 ET at a drag strip.



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VISUAL INSPECTION REPORT

General Description It becomes quite obvious upon inspection that a great deal of time and money was invested in the car. It is basically stock looking with later model PMD rallye wheels but the mechanicals have been upgraded with high performance equipt and the interior is a factory design but not original to this car.

Body The body,..is straight and solid with no dents or damaged areas or signs of rust.

Paint The car was painted. Quality is good. No bad chips or scratches. Excellent detailing throughout. Car almost as clean underneath and under the hood as everywhere else.

Chrome The chrome is very nice, falling just slightly short of like new or perfect. Wheels have been changed to newer Pontiac style There is lots of extra chrome under the hood. Grille, bumpers,etc all good.

Upholstery The interior seats might be out of a GTO but it is claimed (owner infor sheet) that 65 Beaumont covering used. No rips. Not custom. Not factory stock. Newer Pontiac steering wheel. Dash, door panels green. Seats, door vinyl is black.

Glass good Tires good

Mechanical No major mechanical problems as far as we could determine. Documentation provided for much of the work that was done.

Required Reconditioning, if any? Nil. Car is "turn-key" (ready to go,..enjoy).....

EXTERIOR EXTRAS

PMD wheels

INTERIOR EXTRAS

later model steering wheel
tach

ENGINE EXTRAS

350ci (425) hi perf engine
with diff. carb, intake,etc
4 speed auto, Strange axles

APPRAISERS COMMENTS

Canadian Pontiacs were quite unlike their American counterparts. Quite often, the full sized (Canadian) Pontiacs would share similar styling with the U.S.A. models, but were set on Chevrolet chassis's and used Chevy powertrains. Names were different as well. In 1964, the full size Pontiac might have been a Parisienne whereas in the U.S., it would have been a Catalina or Bonneville, or Grand Prix. The U.S.A models were heavier, more expensive cars,..more like an Oldsmobile. The mid size U.S.A. Pontiac would have been a Tempest or LeMans (G.T.O.)

These cars looked totally different than the Canadian models. The ACADIAN name was used first on a Chevy II "look a like" (compact) car. Unlike the full sized models, this Canadian Pontiac looked more like a Chevy than a U.S.A. Pontiac. In 1964, the ACADIAN-BEAUMONT name was applied to a larger (intermediate) car that looked like the Chevelle. Trim was different but it was more like a Chevy than a U.S.A. Pontiac.

The style was only used for (2) years,..in 1964 and 1965. In 1966 (and 67) another different style was used. What makes these early Canadian Pontiacs rare is that to begin with, Canadian cars account for perhaps only 10% of the total with the other 90% being sold in the USA. Then, because the car was so similar to the (more popular selling) Chevrolets, buyers were "shared".

Anyone who liked the style, could pick between the Pontiac or the Chevy versions . Because most publications on American cars relate to (only) the U.S.A. models, production figures etc are not readily available to show just how rare the Canadian Pontiacs are.

Low production makes the availability of (cosmetic) parts much harder to come by. One cannot turn to the U.S.A. for supply in most cases. The market is often split between what is more popular and worth more, a regular Chevelle or a Beaumont.

Some of the Canadian versions were better looking than the Chevy versions (Acadian or Beaumont) and some would view a 64 Pontiac Custom Sport as being a better looking car than say, the same year Chevrolet Super Sport. When only a Canadian version would (on rare occasions) be equipped with lets say, a "409", it makes for quite a unique offering that even some U.S.A. collectors would be willing to pay more for.

Those who are more likely to appreciate how much rarer a Canadian Acadian or Beaumont is, however, are also more likely to desire one in factory original condition.

The vehicle being appraised is typical. It is a popular (post-war) collector "body style" and among those years in which "muscle cars" were produced. Like so many others, this car has been modified by a performance enthusiast. Not everybodys "cup of tea", these cars are still popular.

A total restoration costs upwards of \$ 20,000 and involves a lot of time. There is a high demand for what we call "turn key" cars,...cars that are already done and don't need a single thing. Even a 4 dr sedan in this condition would be appealing and could bring in excess of \$ 5,000. A 2 dr hardtop is far more appealing of course and one with bucket seats and a console floor shift, more so again. Figure on a \$ 10,000 to \$ 15,000 price tag on a model without any performance equipment,....and maybe more.

Now, any car that is capable of running a 12 sec ET at a drag strip has to be considered valueable, even if its a nothing model in so-so condition. The vehicle being appraised is a blend of both of the above. Its a nice model. Its got the good looks and quality resto,.. and its got the performance. Add it all up and we have a car that we believe would sell for between about \$ 18,000 (low side) up to possibly \$ 27,000 (high).

Collector cars are subject to a great deal of price speculation and owners, (more often than not) start off trying to get a lot more than what they actually end up getting. It would not be misleading to say that on this type of car, any actual selling price within a plus or minus 20% of the appraised value would not be surprising or unreasonable.

Much will depend on WHO is doing the selling, HOW LONG they are willing to hold out, WHERE and WHEN the car is being offered.

With tighter economical conditions these days, (than in 2005 when car was purchased), one might find these cars are slower selling and in many cases, they will sell for less. Not all collector cars will be affected to the same degree. Some,..will hold their value better than others.

Our evaluations are based primarily on 39 years of experience, as antique and classic car dealers. Not only do we see what cars actually sell for, but we are in a position of being able to discuss with buyers why,..a vehicle is or isn't worth this or that. We witness changes in the hobby, see trends.

Compared to the typical car collector and enthusiast of a few decades ago, todays enthusiast is generally wealthier, has less time to spend restoring, knows what they want, and will pay more for a turn key car but is not necessarily as knowledgeable (about old cars in general). Todays collectors are far more practical, more likely to pass up on that really rare or unique model that needs work, or will be difficult to repair. They all seem to like and want the same thing. The old school, (hard core) car enthusiast finds too much of the same thing "boring" and is more likely to want something different, especially when such models often seem underpriced in todays market. He'll often view todays popular models as being overpriced. He places more value on a rarer or more unusual car even if it needs some work, and in todays collector car market, he has become a minority.

Certain years,..makes,..types of cars fall in and out of favour with collectors. A car may be popular at one point in its life, and not as popular as the years pass. A mid to late 70's Volkswagen convertible can sell for more than the same year and condition Mercedes convertible. One gentleman who always bought a new convertible every four years traded his 58 Impala convertible in for a new 1962 Pontiac convertible and paid quite a bit difference. Today, the 58 Impala convertible could be worth \$ 80,000 or \$ 90,000 and a 62 Pontiac, \$ 18,000 or \$ 19,000. Who would have guessed that a farmers old pickup truck would now, (restored) sell for more than a new pickup, more than the same year Cadillac or Thunderbird ?



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"APPRAISED VALUE"

We, Little Lot (Appraisals) Ltd., of 21604 STONY PLAIN RD., EDMONTON, AB, a company registered under, and by the laws of the Province of Alberta, do hereby certify that we have appraised the

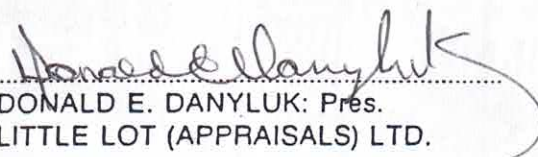
1964 Pontiac Acadian-Beaumont 2 dr hardtop

serial # 48637057886

and, to the best of our knowledge and ability, we do hereby certify the value of this automobile to be \$ 22,500.00

twenty two thousand, five hundred dollars

None of our officers, or employees, have any interest, direct, or indirect, in this vehicle.


DONALD E. DANYLUK: Pres.
LITTLE LOT (APPRAISALS) LTD.

P.S. If we can be of any further assistance, with respect to this appraisal, please do not hesitate to call.

Thank You.