

National Appraisal Guidelines—updated 2020

Our National Appraisal Guidelines Program has been developed to provide uniformity in appraisals across Canada.

There has been a growing need in the last decade to provide assurances of value to both vehicle owner and insurer. The NAACC recognizes that there are many different formats that have been developed by vehicle appraisers across Canada.

The NAACC recommends that all Vehicle Appraisals include the following information.

- **Name, address, email, & phone contact information of the owner**
- **Vehicle Manufacturer, Year, Model**
- **VIN #**
- **Registration #**
- **Mileage --specified in KM or Miles**
- **Licence #**

A condition guide should be included that identifies each area of the vehicle using Old Cars Report Guidelines (conditions from 1-6)

A minimum of 12 detailed pictures should be included. It is highly recommended that 25 be the norm.

A minimum of three current ‘comparable sales offerings’ should be included.

Copies of receipts for vehicle repair or upgrading is also strongly recommended

- **It is strongly recommended that current valuation sources be used including, NADA, Hagerty Valuation and Old Cars Report Price Guide. It is highly recommended that more than one valuation source be used. Copies of these valuations should be included with the appraisal.**

In the case of Modified or Specially Constructed vehicles insurers often need assistance with values of vehicles that are unique. These vehicles generally do not have an historic database from which to take information from. It is imperative that owners need to know

there is an understanding between themselves and their insurers as to what value is real, in the case of a claim. **In our opinion a vehicle is only worth what someone is willing to pay for it.** The value is not determined by how much someone has spent to upgrade or build it.

Please view one example of an acceptable Appraisal format following this overview.

It must be pointed out that NAACC is an arm's-length third party. We are simply aiding and trying to standardize the appraisal process. The NAACC does not administer or police, we simply guide the process.

Please take particular note that no person representing NAACC will consent to represent any party in a court of law. Should anyone request assistance, the NAACC, through its network of contacts and provincial Directors may be able to provide information.

Your Company Name
Address
Contact information

DATE:

REGISTERED OWNER:

ADDRESS:

VEHICLE: Year & Make:

Model & Body Style:

Color:

VIN #:

REG #:

Mileage:

Licence Plate #

This evaluation is valid for one year.

In this unstable economy there are many fluctuations in the marketplace. A vehicle is only worth what someone else is willing to pay for it.

This evaluation should not be deemed as a mechanical inspection report. ***It should be updated at the very least every two years to reflect current trends in the marketplace.***

I have personally inspected the vehicle in this report and have no vested interest in the vehicle. The information in this report is deemed to be reliable, while not guaranteed, is thought to be correct.

For the purposes of this appraisal I have used the ‘Old Cars Report Price Guide’ condition chart. This condition guide has been included with this appraisal.

I have also included recent sales information as well as a valuation that has been determined by significant research using the Internet and specific auction results and or sales offerings

Vehicle description in this area—suggest point form

<u>Appraisal Worksheet Indicator</u>					
CONDITION	E=Excellent #1, VG=Very Good #2, G=Good #3, Fair = Fair #4 Restorable = #5				
Body	1	2	3	4	5
Paint	1	2	3	4	5

Engine Compartment	1	2	3	4	5
Bright Work	1	2	3	4	5
Glass	1	2	3	4	5
Upholstery	1	2	3	4	5
Carpet	1	2	3	4	5
Chassis	1	2	3	4	5
Convertible Top	1	2	3	4	5
Tires	1	2	3	4	5

Wheels	1	2	3	4	5
OVERALL CONDITION	1	2	3	4	5

<u>Special Equipment</u>		
Factory Air:	yes	no
Power Steering:	yes	no
Power Seats:	yes	no
Power Brakes:	yes	no
Power Windows:	yes	no
Radio:	yes	no
Continental Kit:	yes	no
Skirt:	yes	no
Other:		

SUMMARY AND EVALUATION

In Depth overview

I value this vehicle at _____ CAD.

In arriving at this figure I have used the following sources:

- Sanford Evans Gold Book
- Old Cars Report Price Guide
- Hemmings Motor News
- Canadian Auto Trader
- NADA National Automobile Dealers Association data base
- US and International Auction Results
- Hagerty Valuations
- Internet Research

Appraisal Credentials & Collector Vehicle Bio

OLD CARS REPORT PRICE GUIDE

Taken from “Old Cars Report Price Guide”

No. 1 EXCELLENT

Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven. In National show judging, a car in No.1 condition is likely to win top honors in its class. In a sense, it has ceased to be an automobile and has become an object of art. It is often transported to shows in an enclosed trailer, and, when not being shown, it is stored in a climate-controlled facility. *There are very few No. 1 cars.*

No. 2 FINE

Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing very minimal wear.

Except for the very closest inspection, a No. 2 vehicle may appear as a No. 1. The No. 2 vehicle will take the top award in many judged shows, except when squared off against a No 1 example in its own class. It may also be driven 800-1,000 miles each year to shows, on tours, and simply for pleasure.

No. 3 VERY GOOD

Completely operable original or “older restoration” showing wear. 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 car with all parts necessary to complete it and/or valuable NOS parts.

This is a “20-footer.” That is, from 20 feet away it may look perfect. But as we approach it, we begin to notice that the paint may be getting a little thin in spots from frequent washing and polishing. Looking inside we might detect some wear on the driver’s seat, foot pedals, and carpeting. The chrome trim, while still quite presentable, may have lost the sharp, mirror-like reflective quality it had when new. All systems and equipment on the car are in good operating order.

In general, most of the vehicles seen at car shows are No. 3.

NO. 4 GOOD

A drivable vehicle needing no, or only minor, work to be functional. Also, **a deteriorated restoration or a very poor amateur restoration.** All components may need restoration to be “excellent”, but the car is mostly useable “as is”.

This is a driver. It may be in the process of restoration or its owner may have big plans, but even from 20 feet away, there is no doubt that it needs a lot of help.

NO. 5 RESTORABLE

Needs complete restoration of body, chassis, and interior. My or may not be running, but isn’t weathered, wrecked, and/or stripped to the point of being useful only for parts.

This car needs everything. It may not be operable, but it is essentially all there and has only minor surface rust, if any rust at all. While presenting a real challenge to the restorer, it won’t have them doing a lot of chasing for missing parts.

MECHANICAL CONDITION

There is no implied indication that the vehicle in this appraisal is safe or sound in all mechanical areas. It is virtually impossible to determine mechanical defects without a full mechanical inspection.
