



Phone: 905-317-7154

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1970 Dodge Super Bee

Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. 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= very best 2= very good 3= average 4= Good 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 this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner.

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

### **Owners**

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at [WWW.dpconsult.ca](http://WWW.dpconsult.ca)

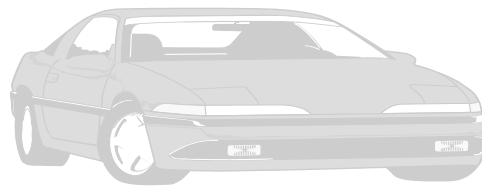
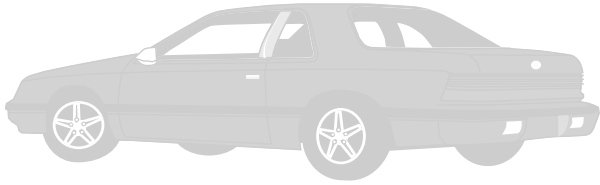
**Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .**

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**Customers Name** \_\_\_\_\_ **Address** \_\_\_\_\_ **City/Town** \_\_\_\_\_ **Province /State Ontario Country Canada**

**Phone** \_\_\_\_\_ **Postal code** \_\_\_\_\_ **Vehicle Year** 1970 **Vin Number** \_\_\_\_\_ **Brand** **Dodge**

**Model** Super Bee\_ **Body Style** 2 Door \_\_ **Body Colour** Yellow **Interior** Brown\_ **Mileage** 75,222 Miles\_



Body Condition	Exle	Aver	Poor	Comments	Body Condition	Exle	Aver	Poor	Comments
Roof	X				Grill	X			
Rear deck lid	X				Hood	X			
Rear tail light	X				<b>Body Condition</b>	<b>Exle</b>	<b>Aver</b>	<b>Poor</b>	<b>Comments</b>
Left front Fender	X				Front light	X			
Left front door	X				Right front Fender	X			
Left rear door					Right front door	X			
Left rear quarter	X				Right rear door				
Left side Windows	X				Right rear quarter	X			
Rear window	X				Right side Windows	X			
Front Side tire wear		95*%			Winshield	X			
Rear Bumper	X				Rear Side tire wear		95%		

Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery	X				Engine Running	X			
Rear Upholstery	X				Engine Visual	X			
Carpeting	X				Transmit ion	X			
Dash	X				Clutch				
Interior panels	X				Exhaust	X			
					Steering	X			

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering	X		Power locks			Traction Control		
Power Brakes			Power Trunk			Anti lock Brakes		
Leather Upholstery	X		Automatic transmit ion	X		Over Drive		
Bucket seats	X		Manual Transmit ion			Tilt Wheel		
Power mirrors			Power seats			Cruise control		
Power windows			Power doors			Alarm System		
Ralley Wheels	X		Running boards			Driving lights		
Traction control			Trailer tow package			Rear back up sensing		
Privacy Glass			4 wheel drive			Power Top		

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value					
3 Cyl		8 Cyl	X	Gas	X	Natural Gas		Excellent	X	Poor		Whole Sale	
4 Cyl		10 Cyl		Diesel		Dual Fuel		Above Average		Rough		Retail Aver	\$0
6 Cyl		12 Cyl		Propane				Average					

Comments \_\_\_\_\_

See Next Pages For Details

**Appraised By** Daniel Sporbeck **Business Number** 120798590 **Signature** \_\_\_\_\_

**Date** 11/ /20

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## **Bibliography and Reference Martial:**

**Auto Trader publication On line**

**Nada Appraisal Guide**

**VMR Appraisal Guide**

**Collector Car Trader On Line**

**Owners Records**

**Dodge Archives**

**Company Records**

**Hemmings CPI Appraisal**

## **Summary:**

This is an appraisal for a 1970 Dodge Super Bee. This is a very original car the body is very solid car .This is a very low production vehicle. The owner has some documentation on this car . The car is factory original with original OEM parts for replacement This car has never under gone any restoration with all of the original sheet metal. This car is driven sparingly and kept in side under cover. The is a # 1.9 quality car. A close to perfect original or a very well restored vehicle. Generally a body-off restoration, but a well done body-on restoration that has been fully detailed may qualify. The vehicle is stunning to look at and any flaws are trivial and not readily apparent. Everything works as new. All equipment is original, NOS, or excellent quality reproductions. Note: This is NOT a 100 point trailered show car. The Dodge Super Bee is a mid-sized muscle car marketed by Dodge, that was produced for the 1968 through 1971 model years. In Mexico, the Super Bee was based on a compact-sized Chrysler platform and marketed from 1970 to 1980. The Super Bee model name was resurrected for the 2007, 2008, 2009, 2012, and 2013 Dodge Charger Super Bee models. he original Dodge Super Bee was based on the Dodge Coronet two-door coupe, and was produced from 1968 until 1970. It was Dodge's low-priced muscle car and rebranded and mildly distinguished from the Plymouth Road Runner. The origin of the name, "Super Bee", has its basis in the "B" Body designation pertinent to Chrysler's mid-sized cars, including the Road Runner and Charger. Plymouth's Road Runner sales were enough to have Dodge Division General Manager, Robert McCurry, request a similar model from the Dodge Styling office. Senior designer, Harvey J. Winn, won a "contest" with the name "Super Bee" and a new logo design based on the Dodge "Scat Pack" Bee medallion. The design of the first Super Bee was influenced by the 1968 Coronet convertible and the show car's interior was built by the Alexander Brothers. The show car was introduced at the 1968 Detroit Auto Show. Although the two cars are similar in external appearance, the Super Bee was slightly heavier (approx. 65 lb (29 kg)) and rode on a 117-inch (3,000 mm) wheelbase compared to the Road Runner's 116 in (2,900 mm) wheelbase. In addition to minor external differences, such as larger rear wheel openings, the bumblebee tail stripe and fancier grille, and the taillight ornamentation, the Super Bee also used actual diecast chrome-plated "Bee" medallions. These three-dimensional medallions were prominently mounted in a raised position in the grille/hood area and the trunk lid/taillight area of the car throughout the first three years of production .The Super Bee used a dash cluster from the Dodge Charger, while the 4-speed manual transmission cars received a Hurst Competition-Plus shifter with Hurst linkage this shifter compared to the Road Runner's less expensive Inland shifter and linkage. Due to the higher-quality accessories attached to the Super Bee, the car was sold at a higher price in comparison to the Plymouth version and this had a negative effect on sales.

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The Super Bee was available with the Hemi engine. This option raised the price by 33%, and 125 were sold. The 1968 model was available only as a two-door coupe, with two engine options, the base 335 hp (250 kW) 383 Magnum, and the 426 Hemi, rated at 425 hp (317 kW). The Super Bee included a heavy-duty suspension, an optional Mopar A833 4-speed manual transmission, and high-performance tires. Outside, a stripe (with the bee logo) was wrapped around the tail. A hardtop version joined the existing pillared coupe body in 1969 and a new optional twin-scooped air induction hood, the "Ram charger", became available.[16] This particular option was coded N96 and was the counterpart to the Plymouth Road Runner's "Coyote Duster" air induction hood. The "Ram charger" hood featured forward-facing scoops. A "six-pack" (three two-barrel Holley carburetors) version of Dodge's 440 cu in (7.2 L) engine was added to the offering list mid-year rated at 390 bhp (395 PS; 291 kW) @ 4700 rpm and 490 lb·ft (664 N·m) @ 3600 rpm of torque. The option code for this was A12, which changed the 5th digit of the VIN to M. These special order 1969 1/2 Dodge Super Bees are known as A12 M-code cars. The A12 package also equipped the cars with a Dana 60 axle with a 4:10 gear-ratio, heavy duty automatic transmission or a 4-speed manual, and a 'lift off' flat black scooped hood. Other components to the A12 package included heavy duty internal engine parts, black steel wheels with performance G70x15 tires, and heavy-duty 11-inch drum brakes. A total of 1,907 A12 M-code 440 Six Pack 1969 1/2 Dodge Super Bees were produced. This option fell half-way between the standard engine and the Hemi as a USD463 option. The 1969 model year included the base 383 Magnum, 440 Six Pack, and the 426 Hemi. The 440 Magnum (4bbl) was reserved for the Coronet R/T. For the 1970 model, the Super Bee received a redesign and a new front-end that consisted of a twin-looped front bumper that Dodge Public Relations referred to as "bumble bee wings". Sales fell for the year from 15,506 in 1970 to 5,054 in 1971—because of, or in spite of, this new look, with another sales pressure coming from higher insurance rates for performance cars; the similar Plymouth Road Runner and Plymouth Duster both experienced similar sales issues. In addition to the new looks, engine choices and "ram charger" hood carried over from 1969, the 1970 cars from Dodge featured several new or improved options. For example, a "C- stripe" variant of the bumble stripe was offered, in addition to new high-back bucket seats, a steering column-mounted ignition and a "pistol grip" Hurst shifter on four-speed models. The 1971 Coronet line were built in four-door sedan and station wagon body versions, the Super Bee model was moved to the platform used by the Charger. Since an R/T muscle car version of the Charger already existed, the Super Bee was promoted as the low-priced model in the line, selling at USD\$3,271. Production numbers of the Super Bee reached 5,054, including 22 with the Hemi engine. 1971 was the first and only year that a small block engine (340 4-bbl) became available in the Super Bee. In 1970, Chrysler of Mexico introduced the new Dodge Super Bee as a replacement for the company's previous sports car product, the Plymouth Barracuda. As the production and sale costs of the third-generation Barracuda in Mexico were too high, Dodge adapted the semi-fastback A-Body platform and introduced the Super Bee at the beginning. The Super Bee was only available with the V8 318 engine (270 hp) and either a four-speed or three-speed manual transmission. The 1970 model was virtually identical to the Plymouth Duster (known in Mexico as the "Valiant Duster"), with side stripes and the Super Bee decals. In 1971, Dodge differentiated the Super Bee from the Duster, by using the grille from the American Dodge Demon.

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The model's body was modified on one further occasion, in 1972, and, by 1973, the front of the Dodge Dart became the standard design for the entire A Body line-up; the Duster, Super Bee, Valiant, and Dart all consisted of the same front grille, with the rear tail lights constituting the only difference between the Super Bee and the Valiant. However, in 1976, the final year for the A body cars, the front grille of the Plymouth model became the standard design. The Valiant Super Bee was equipped with the 318 V8 engine, with 270 hp, from 1970 to 1974; from 1975 to 1976, it contained the 360 V8 engine, with 300 hp—these engines had more power in Mexico than in the US, as Mexican anti-pollution laws were less strict in comparison to the US. Over the years, these models only received minor changes, such as new grilles, rear panels, and tail lights. The first generation was produced from 1970 to 1976; during the fall of 1975, Chrysler introduced the new F Body cars: the Dodge Aspen and Plymouth Volare (as 1976 models), while the Aspen R/T and Volare Road Runner were released as the sports versions. Chrysler de México continued to use old model names after they were dropped in the U.S. marketplace. The Dodge Aspen and Plymouth Volare were sold in Mexico as the Dodge Dart and the Valiant Volare, and the sports version was named the Valiant Super Bee. The Mexican Dodge Dart consisted of the front of the US Plymouth Volare and the rear of the Dodge Aspen, while the Mexican Valiant Volare and the Dodge Super Bee consisted of the front of the Dodge Aspen and the rear of the US Plymouth Volare. The Super Bee was equipped with the 360 V8 engine and 300 hp, the three-speed Torque Flite automatic transmission (or the four-speed manual transmission), sports wide wheels, front spoiler, and a rear spoiler-style Trans Am with the Super Bee spelling (with an optional blind in the rear window). The federal highway patrol used Super Bee as a squad car. For the 1980-model year, the Super Bee received a new front with rectangular headlamps. For the 1981-model year, the Dodge Diplomat was introduced in Mexico, under the name of Dodge Dart (replacing the Dodge Aspen), and was considered a luxury car. A new sports version of the 1981 Dodge Dart replaced the Valiant Super Bee and is now called the Dodge Magnum—the version consisted of the 360 V8 engine and 270 hp, with variations in transmissions: The three-speed automatic and the four-speed manual. A new 2007 Super Bee model was introduced at the 2006 North American International Auto Show. It is based on the Dodge Charger SRT-8 and its exterior consists of special "Detonator Yellow" paint, a "Flat Black" hood and fender "decals". The production version consisted of a hood decal, rather than an entirely black hood, and the "hockey stick" stripe on the side was changed from solid black to a dashed black stripe positioned at the bottom of the exterior. The wheels are fully polished and do not contain the silver-painted areas of the "stock" SRT8 Charger. The interior is completely black, with yellow accent stitching on the seats and shift knob; this is unlike the "two-tone" interior of the standard SRT8 Charger which consists of red stitching (this is the only model that contains such an interior, as the Charger interior changed in 2008). The appearance of the shifter "bezel" and center console resembles that of carbon fiber, and the Super Bee logo appears in the instrument cluster during "power-up", instead of the SRT logo. It is a limited edition car, with 1,000 made for the 2007 model year with build dates as early as August 2006. Each car is built in Brampton Assembly Plant, then shipped to Windsor to have decals applied and unique number plaque applied to the passenger side of the dash. The number sequence on the dash does not necessarily follow build order, as multiple "Bees" were shipped to Windsor by car carrier, and the order was not retained. It uses the same 425 bhp (317 kW; 431 PS) HEMI 6.1 Liter engine as the SRT8 versions of the Dodge Charger, Dodge Magnum, Dodge Challenger and Chrysler 300C.

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For the 2008 model year, the Super Bee was only made in "B5 Blue Pearl Coat" (sometimes listed as "Surf Blue Pearl reminiscent of the blue used by Chrysler vehicles in the 1960s and 1970s. Instead of fully polished SRT8 Charger wheels, the "pockets" are painted black on the ALCOA wheels. Blue accent stitching inside replaces the yellow found on the seats and steering wheel, but the Charger's interior was changed for 2008, so the dash and console are different than the 2007 version interior. This year also introduced touch screen navigation and an in-dash DVD player. It was based on the SRT-8 model using the 6.1 L engine and had a production run of 1,000 units. For the 2009 model year, the Super Bee was only made in "Hemi Orange Pearl Coat and was based on the SRT-8 model. The Super Bee used the 6.1 L engine, and had a production run of 425. This year also introduced touch screen navigation and an in-dash DVD player with a hard drive. ALCOA wheels were standard this year only. In 2011, the Super Bee SRT-8 returned as a 2012 model on the redesigned Dodge Charger with the 392 HEMI engine (6.4 L) in "Stinger Yellow" and "Pitch Black" colors, with additional colors being added for 2013 and 2014. This version of the Super Bee returned to the name's roots as a "budget" muscle car, devoid of most luxury items yet maintaining high performance in the form of a less expensive SRT model.

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<b>WM23 HARDTOP</b> <b>Total Shipped to US Dealers 10,507</b>	
Number Built	Engine / Transmission
5,737	383 Engine / Automatic Transmission
3,383	383 Engine / Manual 4spd Transmission
284	383 Engine / Manual 3spd Transmission
473	440 Six Pack Engine / Automatic Transmission
599	440 Six Pack Engine / Manual 4spd Transmission
11	426 Engine / Automatic Transmission
21	426 Engine / Manual 4spd Transmission
2 Export to Canada	426 Engine / Transmission Unknown
<b>WM21 COUPE</b> <b>Total Shipped to US Dealers 3,630</b>	
Number Built	Engine / Transmission
1,710	383 Engine / Automatic Transmission
1,336	383 Engine / Manual 4spd Transmission
385	383 Engine / Manual 3spd Transmission
87	440 Six Pack Engine / Automatic Transmission
109	440 Six Pack Engine / Manual 4spd Transmission
0	426 Engine / Automatic Transmission
4	426 Engine / Manual 4spd Transmission
4 Export to Canada	426 Engine / Transmission Unknown

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## **Body:**

The Body of this car seems to be very and is straight and original. The car has never under gone any restoration work. All the original body panels seem to be intact The under carriage is also in excellent condition with no damage or rust present with a great deal of attention to detail. There does not seem to be any work ever done to the under side of this car. The car has all it trim tags and vin tags.

## **Paint:**

The paint is not original to the car the car has had 1 repaint the original colour yellow .The paint is in excellent condition it show little signs of age There may be blemishes and checking on the paint surface but hardly noticeable . With Black Bumble Bee stripe.

## **Wheels:**

The wheels are factory Rally wheels in like new condition .

## **Tires**

After Market tires on the 235/60/15 with 95 % of the tread still left.

## **Transmission:**

3 speed 727 Torque Flite Automatic transmission with a center shifter not numbers matching but id period correct to this car . The transmission has been rebuilt back to factory specification in excellent working condition. The rear is 323 thought to be numbers matching in good working order.

## **Glass:**

All the glass is original .The windshield is and OEM Replacement in excellent condition.

## **Radio:**

The stereo is an Factory Am radio in good condition .

## **Chrome:**

The mouldings and trim seem to be all original and OEM replacement and are in like new condition including the bumper.

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## **Engine:**

This particular car is powered by a 383-4bbl Carb . The engine is thought to be original numbers matching to this car. The engine has been freshly rebuilt back to factory specification .The engine and engine bay have been detailed and painted . The engine runs well .

## **Exhaust:**

Exhaust is an after market steel duel Flo Master system. The exhaust not factory original but is in excellent condition.

## **Interior:**

The Interior is Brown in colour. The interior seems to be original it is in excellent condition with no rips or tears any ware. The interior carpet is new. All gauges are working an in tack. The dash pad and door panels are in good condition .

## **Mechanical:**

Mechanically this car is in excellent condition the engine runs perfectly. The brakes and lines ,master cylinder have all been replaced OEM parts The Front and rear suspension have all been replaced with OEM replacement parts . The cooling system has also been replaced

**Value:** **\$0,000.00**

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Interior



Interior



Interior





Vin Tag



Trim Tag



Odometer Reading



Trim Tag



Current Ownership



Undercarriage



Engine Bay



Trunk View



