



Phone: 905-317-7154

[WWW.dpconsult.ca](http://WWW.dpconsult.ca)



1991 Nissan Pulsar GTI-R  
Owner :



**Phone: 905-317-7154**

[WWW.myclassiccarappraisal.net](http://WWW.myclassiccarappraisal.net)

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. **NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies**

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.

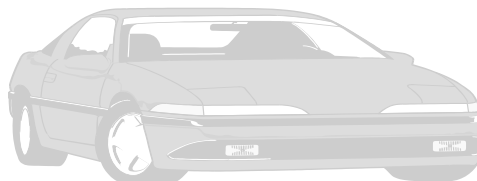
Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at [WWW.dpconsult.ca](http://WWW.dpconsult.ca)

# D & P Consulting And Appraisals Phone 905-317-7154

**Customers Name:** \_\_\_\_\_ **Address** \_\_\_\_\_ **City/Town** \_\_\_\_\_ **Province** Ontario

**Country** Canada **Phone** \_\_\_\_\_ **Postal code** \_\_\_\_\_ **Vehicle Year** 1991 **Brand** Nissan **Model** Pulsar

**Vin Number** \_\_\_\_\_ **Body Style** 2 Door **Body Colour** Red **Interior** Blue / Black **Mileage** 62,599 Km



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			
Left Side tire wear	X	98%			Winshield	X			
Rear Bumper	X				Right Side tire wear	X	98%		

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	X			
Interior panels		X			Exhaust	X			
					Steering	X			

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

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value					
3 Cyl		8 Cyl		Gas	X	Natural Gas		Excellent	X	Poor		<b>Whole Sale</b>	
4 Cyl	X	10 Cyl		Diesel		Dual Fuel		Above Average		Rough		<b>Retail Aver</b>	<b>\$9,500</b>
6 Cyl		12 Cyl		Propane				Average					

Comments \_\_\_\_\_

See Next Pages For Details

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

Date \_\_\_\_\_

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**Bibliography and Reference Martial:**

**Auto Trader publication On line**  
**Nada Appraisal Guide**  
**VMR Appraisal Guide**  
**Collector Car Trader On Line**  
**RM Auction Results**  
**Owners Records**  
**Company Records**  
**Nisan Archives**  
**Hemmings Collectable Value Guide 2019 Edition**

**Summary:**

This is an appraisal for a 1991 Nissan Pulsar 2 Door Coupe right hand drive . The first impression of this car is very good pride of ownership is very evident. The car is always kept inside under cover. The car has just been imported from Japan. There is little or no filler in this car .The under side of this car is also in good condition. This is thought to be a numbers matching car. I rate this car as a # 2.6 quality car An extremely presentable vehicle showing minimal wear, or a well restored vehicle. Runs and drives smooth and tight. Needs no mechanical or cosmetic work. All areas chassis not required, but may be have been fully detailed. Beautiful to look at but clearly below a #1 vehicle. Runs and drives well. Fully usable and enjoyable as is. The Nissan Pulsar is a subcompact and compact car produced by the Japanese automaker Nissan from 1978 until 2000, when it was replaced by the Nissan Bluebird Sylphy in the Japanese market. Between 2000 and 2005, the name "Pulsar" has been used in Australia and New Zealand on rebadged versions of the Sylphy. This arrangement continued until the introduction of the Nissan Tiida (C11) in 2005; at this time the Pulsar name was retired. In 2013, Nissan replaced the Tiida in Australia and New Zealand with two new models badged as Pulsar. These were based on the Nissan Sylphy (B17) sedan and Nissan Tiida (C12) hatchback, the latter also sold in Thailand under the Pulsar name. In 2014, a European-only replacement for the Tiida was introduced using the Pulsar nameplate. The original Pulsar was a hatchback to be sold exclusively at a different Nissan Japan dealership network called Nissan Cherry Store as a larger five-door hatchback alternative to the Nissan Cherry. Although Pulsar models were front-wheel drive from introduction, Nissan did offer four-wheel drive as an option on select models internationally. The Pulsar sold in Japan originally served as the intermediate model offered at Nissan dealerships Nissan Cherry Store between the Nissan Violet and the Cherry, while different versions of the Pulsar sold at other Japanese networks served as the base model, with other larger Nissan products. Various Pulsar-based models were exported as international market conditions dictated, sometimes labeled as "Sunny", "Cherry" or "Sentra", while the internationally labeled product was actually a Pulsar and not a Japanese market Sunny or Cherry. The N10 model Pulsar, introduced in May 1978, replaced the earlier Cherry F-II internationally, and benefited from the engineering efforts of the Prince Motor Company which developed the Nissan Cherry before the company merged with Nissan in 1966. It retained the rack-and-pinion steering of the Cherry, as well as the independent suspension with coil over struts in front and coil sprung trailing arms at the rear. The Pulsar was a subcompact car to augment the Sunny sedan. The Sunny and the Pulsar ranges were sold at different Nissan Japan dealerships, called Nissan Satio Shop for the Sunny, and Nissan Cherry Shop for the Pulsar.

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It retained the Cherry name in Europe and many other export markets, even being sold as the "Cherry Europe" in some markets such as Belgium to separate it from the Cherry F-II which remained on sale for a while. The "Cherry"-badged version was first introduced at the Dutch AutoRAI show in February 1979 and went on sale shortly thereafter. An unusual styling feature for the car was its long nose, which was due to Nissan envisaging that the car would also be built with a longitudinal rear-wheel-drive layout for developing markets; however, only front-wheel-drive models were actually built. At the time of introduction, the Pulsar only had a four-door fastback-styled sedan bodywork, and either a 1.2- or a 1.4-liter engine. The three-door and coupé hatchbacks arrived in September 1978. Many export markets also offered a 1.0-liter (A10) option, with 45 PS (33 kW) while the 1.2-liter A12 offered 52 PS (38 kW). This was the first passenger car Nissan assembled in their new Greek plant, where local partner TEOKAR built it with the 1.0 and 1.2-liter engines from 1980 on. The N10 series Datsun Pulsar was exported to Australia (from October 1980 and facelift in October 1981), New Zealand (facelift model locally assembled from late 1981, effectively replacing the previous generation 100A built and sold locally in the mid-1970s), South Africa (locally assembled) and Malaysia with the Datsun Pulsar name. This model was known as the Datsun Cherry or Datsun 100A/120A/130A/140A/150A in Europe and Asia and the Datsun 310 in the US and Canada. Another Pulsar derivative was introduced to Japan, called the Nissan Langley, from 1980, and was introduced as a "mini Skyline", and exclusive to Nissan Prince Shop. The Japanese-market Langley assumed duties of the first generation, Sunny-based coupe called the Nissan Silvia when the second generation Silvia was upgraded to the larger Nissan Violet platform; both the Silvia and the Langley remained exclusive to Nissan Prince Store locations. According to the corresponding Nissan Langley article in Japanese Wikipedia, the Langley was given its name from Samuel Pierpont Langley the inventor of the bolometer, a device used to measure electromagnetic radiation from the Sun, and was well regarded for his work in solar physics. Because of its sporting intensions, the Langley was equipped with an independent suspension at all four wheels, using MacPherson struts in the front, and a trailing arm coil suspension for the rear. The engine choices consisted of the A14 and E15 series engines with multi-point fuel injection on top level trim packages, but only in a three-door hatchback. The N10 series Pulsar was available as a three- or five-door hatchback, a short-lived four-door fastback sedan, a five-door van or station wagon, and a three-door fastback-styled coupé with a wraparound rear window introduced at the end of 1978. The van was first released in November 1978, while the export-only wagon models first appeared in early 1979. Originally the lineup consisted only of the four-door sedan which utilized the same body profile as the later hatchback models; in August 1978 the coupé and three-door hatchback models were added, along with a fuel injected version of the 1.4-liter engine. One year later a five-door hatchback appeared, replacing the four-door sedan which was immediately discontinued. Most markets outside Japan did not receive all versions: for instance, the three- and five-door hatchbacks and the coupé were the only models to be offered in the US. Most markets never got any fuel injected versions. The 1.0-liter A10 (later also updated to an OHC engine, called E10) was never available in Japan, mainly restricted to markets where tax codes made smaller engines necessary. An interesting anomaly of the French automotive taxation system is that while the A12A-engined Cherry sedans were considered as "6 CVs", the coupés with the same engine were markedly cheaper to own as they were classified as "5 CVs". An unusual feature at the time of introduction was the split folding rear seat fitted to better equipped models, increasing versatility .

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A late-term facelift in March 1981 brought Nissan's newly developed OHC E-series engines in for the last twelve months of production. The facelift involved a new grille and rectangular headlamps. The updated 1982 model Pulsar five-door hatchback with E-series engine was assembled in New Zealand at Nissan's new factory-owned assembly plant in Wiri, Auckland. Only one well-equipped model was offered, with a five-speed manual gearbox. In 1982 "Nissan" badges began to appear on the cars, due to Nissan phasing out the Datsun name at that time for its international markets. Production of the N10 series ceased in mid-1982, to be replaced by the all-new N12 Cherry/Pulsar. In Japan the five-door van received the VN10 chassis code when shown in November 1978, but was then re-released in August 1979 in a version which met the 1979 commercial vehicle emissions standards — this model was designated VN11. While domestic market passenger models only received the slightly larger A12A engine, the vans and many export markets retained the smaller A12 engine (and the option of the larger A14) as also used in the preceding Cherry F-II.[10] The van was unusual in the Japanese market for the period in being front-wheel drive; Nissan made the most of this and gave it a special rear suspension to allow for a very low loading floor. To further lower the rear opening the rear bumper was also extremely slim. This generation Pulsar van also provided the basis for the first generation of the Prairie people carrier. This van bodywork, with more comfortable fittings, was also used for the wagon model as sold in export markets. After the March 1981 facelift, the van also received the updated E13 and E15 OHC engines and now carried the VUN10 and VMN10 chassis codes. The three-door panel van model seems to have only been sold in the export. "Datsun 310" redirects here. For the Datsun Bluebird (310), see Datsun Bluebird § 310. In North America the N10 Pulsar was originally sold only with the largest, 1.4-liter engine and only with four- or five-speed manual transmissions. Called the Datsun 310, in Canada it was also available with Pulsar striping on the rear quarters. Equipment levels were Deluxe or GX, and originally only the three-door hatchback or hatchback coupé bodywork were available. Only the three-door (called a "two-door sedan hatchback" in period materials) was ever available in Deluxe trim, with the GX being optional and all other body styles only sold in GX trim. A four-speed manual was installed in all sedans, while the GX Coupé received a five-speed unit. The three-door GX was unusual in receiving manual, remotely controlled (from the center console, behind the parking brake) rear side windows. A five-door hatchback ("sedan hatchback") model was added to the line during the 1980 model year, only in GX trim. For 1981 the Pulsar received a facelift in North America, with a sloping, horizontal bar grille and rectangular headlights in place of the previous round units. A larger 1.5-liter engine replaced the earlier 1.4-liter unit, although in de-smogged form it only produced 65 hp (48 kW). This was still a pushrod unit (unlike the new E-series which was on its way into the Pulsar in the rest of the world), with a two-barrel carburetor and a catalytic converter. The 310 never stood a great chance in North America, where the cheaper and somewhat larger rear-wheel-drive 210-series always outsold it. The lack of an automatic option was a further hindrance in the US market. A more angular version was announced in April 1982, making its European debut in October. By this time, Nissan had more or less standardized its naming policy worldwide, so as a Nissan it tended, except in European markets, to be known as the Pulsar. In Europe it retained the "Cherry" moniker, and in Malaysia and South Africa it was sold as the Nissan Langley.

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This generation Pulsar sedan or hatchback was sold in North America only for model year 1983. Some unusual options were carried over from the previous generation, such as rear locks (on four-door models) remote operated by cable from the front seat. The rear child locks could also be controlled with a slider mounted beneath the driver's seat. New Pulsar models were introduced in the Japanese home market. The Nissan Langley, in its second generation, was a Pulsar sold at Nissan Prince Store locations next to the Skyline, and shared many styling influences from the Skyline. The Japanese market Langley added a five-door hatchback body style to the popular three-door hatchback. A two-door coupe was also added alongside the Pulsar at Nissan Cherry Store locations called the Pulsar EXA in 1983. Nissan also offered the Langley EXA at Nissan Prince Store locations. The market acceptance of the Langley inspired Nissan to sell a second badge engineered version at Nissan Bluebird Shop as the Nissan Liberta Villa,[16] replacing the larger Nissan Stanza clone, called the Nissan Violet Liberta. The Liberta Villa was only available as a sedan, offered as a smaller companion to the Nissan Leopard (itself a Skyline clone). The top trim package was the SSS turbo with the E15ET engine, and the top two trim packages offered multi-port fuel injection with the base model offering a carburetor—all with the 1.5-liter petrol engine. A diesel engine was also offered on the Liberta Villa, using the CD17 engine. The Australian market Pulsar N12 series arrived in October 1982. Offered as a five-door hatchback, 1.3-liter TC and 1.5-liter TS specifications featured. These early cars were manufactured in Japan.[18] May 1983 saw the debut of an update to the Australian range. Now produced locally, the update heralded minor trim changes, suspension and steering revisions and new seats. Specification levels were overhauled with the Pulsar E opening up the range with its 1.3-liter engine, followed by the 1.5-liter GL and GX. In October 1983 the sedan body was introduced in GL and GX guises (1.5-liter). A turbocharged Pulsar ET five-door arrived in April 1984, sharing its engine and trim with the EXA. It was only available with a five-speed manual. The ET also had alloy wheels, a modified suspension and various aerodynamic improvements. The engine was imported fully built from Japan, which placed a limit on how many ETs could be built without falling foul of laws on local content. The next update came in August 1984 alongside a badge engineered twin, the Holden Astra (LB)—a scheme devised under the Button car plan. To differentiate the Pulsar, Nissan Australia applied the upmarket Japanese market Langley body details for its facelift. The headlamps were now fitted as quad units and narrower horizontal tail lamps distinguished the rear styling. Other changes included an increase in specification, minor suspension calibrations, and refreshed interior trims. Sedan versions had their facelift delayed until November that year, and the ET hatchback lingered on with the older styling until the demise of the N12 in 1987. The Australian-built Pulsar ET was also exported to New Zealand, beginning in 1985. The final Australian N12 update arrived in April 1986 prior to the 1987 N13 introduction. The Holden version was known as the LC Astra.[24] The revisions brought further trim changes, tweaks to the five-speed manual transmission, new colours, a new entry-level DX model, a change from GX to GXE, and the introduction of a larger displacement 1.6-liter engine tuned for unleaded petrol replacing the 1.3- and 1.5-liter leaded units used previously.

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The ET model also saw its 1.5-liter turbocharged engine updated for unleaded fuel. The N12 was assembled in New Zealand at Nissan NZ's plant in Wiri South Auckland from 1982, and facelifted in 1984 when the main change was a switch to the now compulsory laminated windscreen. This generation was offered in both three and five door hatchback form with both 1.3- and 1.5-liter Nissan E-series engines shared with the also locally assembled Sunny sedan (NZ did not import the equivalent Pulsar sedan). The Holden Astra badged variant was not sold in New Zealand. The EXA Coupé was a limited official Nissan import new but thousands more Japanese market specification models arrived in the later 1980s and early 1990s when the NZ market was opened up to used imports. The European market Cherrys were available with engines ranging from a 1.0-liter, 50 PS (37 kW) petrol unit via a 1270 cc 60 PS, a 1488 cc 70 PS up to the 114 PS (84 kW) turbocharged 1.5-liter E15ET and also included the diesel CD17.[26] In early 1983, a 1.7-liter diesel option was introduced; this was the first Cherry diesel. Only a small "diesel" badge on the boot lid betrayed the engine option. To accommodate the extra 65 kg (143 lb) over the front axle, the diesel received stronger front springs and a model-specific, slightly larger, single-spoke steering wheel to counteract an otherwise heavier steering. The Cherry Turbo was an attempt at breaking into the then very popular GTi category, but being a somewhat half-hearted effort it did not have much of an impact in the marketplace. The Turbo sat on comparatively skinny Dunlop tires and had few changes aside from lots of stickers and the turbocharger. Period tests complained about peaky power delivery (and the same long gear ratios as for the regular Cherry), torque steer, and a harsh ride.[29] The Pulsar/Cherry underwent a light facelift in July 1984. This model was also built in Italy by Alfa Romeo as the Arna (named after the joint venture which created it, Alfa Romeo Nissan Autoveicoli), using Alfa Romeo boxer engines. Confusingly, the Italian models were also sold in the United Kingdom and Spain as the "Nissan Cherry Europe". At Alfa Romeo, the Arna was meant to replace lesser versions of the popular Alfasud, but never had the Italian car's appeal. The Cherry Europe also failed in its "home" market (Europe) lacking the build quality and reliability of its Japanese built twin car. In 1986, Nissan's design chief refused to follow the smoother, aerodynamic look of other cars, and told his design team to come up with an affordable, subcompact car.[citation needed] A squarer Pulsar N13 series was released as a result; innovations included a permanently four-wheel drive model with a viscous coupling which appeared in May 1986. In February 1987 a version with three viscous couplings was introduced: one for each axle and one in between. This was originally limited to a production of 200 cars, at a price increase 50 percent higher than for the regular four-wheel-drive version. For 1988 it became a regularly available model; this was very similar to the Attesa system which first appeared in the Bluebird soon thereafter. In 1986, the Pulsar won the Car of the Year Japan award. Capitalizing on the popularity of the larger R31 series Nissan Skyline, this generation shares many visual styling cues with the larger car. The N13 series EXA was spun off as its own model internationally, but retained the Pulsar NX name in the United States. It was designated as the N13 series, despite actually being based on the Nissan Sunny (B12) chassis. The Pulsar was sold in Japan as a three- and five-door hatchback, plus a four-door sedan.

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There was no turbocharged version of the N13 Pulsar, with Nissan choosing to focus on multivalve engines instead. In April 1988, the 1.5-litre engines were changed to the new GA generation. The Langley and the Liberta Villa (both sold as sedans and three-door hatchbacks) also continued sales in Japan as upmarket versions of the Pulsar, with a limited engine lineup. Both the Langley and Liberta Villa had slightly different bodywork to the Japanese-specification Pulsar—although most parts were interchangeable. Langley and Liberta Villa three-doors sported completely redesigned rear-ends, which were slightly longer and tapered off in a notchback-like manner and were much sportier in appearance with their more steeply raked rear windows. The sedans featured reshaped upper doors (windows), rear windshields, rear quarter panels, and are noted for the repositioning of the license plate to the rear bumper from the boot lid. The Langley and Liberta Villa were themselves differentiated by their own frontal styling. Compared to the Pulsar, the Langley had narrower trapezoidal-shaped headlamps and a unique grille—whereas the Liberta Villa had narrow rectangular-shaped lights and again its own grille design. The N13 Langley and Liberta Villa featured other options such as a limited-slip differential, luxurious interior and the much sought-after black headlights on the Langley, centre grille and round Skyline-style taillights, with the equipment shared in the Liberta Villa. The Japanese-market Langley five-door hatchback was dropped with the N13. In Malaysia, the N13 Pulsar was sold as the Nissan Sentra, which introduced in 1987 to replace the slow selling B12 Sentra. In South Africa, the Pulsar was sold as the "Nissan Sabre". There were three- and five-door hatchbacks and a four-door sedan. The Pulsar–Astra relationship continued in Australia, with the series there continuing to use the more upmarket Langley sedan as the donor vehicle. The sedan version was called the Pulsar Vector. The five-door hatchback was also offered, but this model differed from the Japanese Pulsar with reshaped upper doors (windows) and rear quarter panels. The development of the model was a collaboration with Holden, using the Family II engine built in Australia.[34] Nissan introduced a facelift in 1989. After Holden ended their cooperation with Nissan in 1989 (and took up with Toyota instead), sales of the Holden Astra came to an end. Nissan Australia, however, kept using the GM engines until the succeeding N14 version was introduced. In Europe, the N13 Pulsar was usually sold under the Nissan Sunny name- however, this was not the same car as the Nissan Sunny (B12) sold elsewhere around the same time. In some markets (such as Greece), the N13 Pulsar retained the Cherry nameplate. The top version, called the Sunny GTi, initially had the 1.6-litre 16-valve engine with 110 PS (81 kW) at 6400 rpm. The GTi was quite discreet, with external changes limited to side skirts and small spoilers front and rear, as well as alloy wheels. It was not a particularly strong contender in the GTi market, to rectify this Nissan later introduced a more powerful and torquier 1.8-litre version. In 1990, the N14 model saw Nissan turn to a more rounded design.

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The Langley and the Liberta Villa were replaced with the Nissan Primera, assigning the Primera to Nissan Prince Shop locations. This version of the car was launched in the United Kingdom as the Nissan Sunny from March 1991, the last generation of Sunny to be sold in the United Kingdom, where it was replaced late in 1995 by the Almera. One anomaly from this period resulted from Nissan taking control of its British import and distribution business from Automotive Financial Group (AFG); the acrimonious split between Nissan and Octav Botnar resulted in AFG sourcing the vehicle badged as the Pulsar and selling it concurrently in the UK alongside the "official" version (badged as the Sunny) by the newly established Nissan Motor GB. This version continued to be offered in CKD kit form in New Zealand as the Sentra (unrelated to the version sold in North America). In Europe, the Sunny name continued, applied to three-door hatchback, five-door hatchback and four-door sedan models, alongside the separate model line Sunny California station wagon from Japan (called either the Sunny Estate or Sunny Traveler . This was the last generation of the Pulsar (now with Sunny badges, as in the rest of Europe) to be assembled in Greece, where TEOKAR went out of business in April 1995. There was no N14 Pulsar offered in the United States or Canada either; instead, the North American Pulsar for those markets evolved into what was known as the NX1600. The NX cars are sport coupés sharing the same chassis, engines, body electronics and even dashboard with the Pulsar N14. The Nissan Pulsar GTi-R represented a time when rally cars would have been proud of their road versions. Born in 1990 at the height of Group A regulations that required the racecars to share core engineering with road cars, Nissan pinned its hopes of WRC glory on the N14 Pulsar. Its creators gave it a turbocharged engine and Nissan's ATTESA all-wheel drive system to fight off Ford Sierra Cosworth's and Lancia Delta Integrals, its 2.0-litre SR20DET engine shared with the Silvia and 180SX, but rotated 90 degrees to drive all four wheels. Not to be confused with the R32 Skyline GT-R's ATTESA E-TS oily bits that electronically controlled a multi-plate center clutch, the GTi-R split grunt front to rear through a viscous center limited-slip diff. But it was effective. Its Garrett turbocharger helped it produce 162kW and 280Nm, channeled through a five-speed manual gearbox that allowed the GTi-R to hit 232km/h in top gear. Japanese outlet Best Motoring ran a stock 0-400m in 13.55 seconds. All this was, of course, crammed into a matchbox-sized body (its wheelbase was only 2430mm) that sat on strut front and parallel four-link rear suspension. It seemed like a great rally recipe, but limited success prompted Nissan to pull the plug on its World Rally Championship campaign after just two seasons. Nissan continued to build the GTi-R until 1994 and even sold a version in Europe with a Sunny badge. It also offered a ready-to-race version that was delivered with steel wheels, no air-con or ABS, and offered a front LSD and close-ratio gearbox as options. Sadly, none made their way to Australian shores, officially anyway. Some came in private import form, with their desirability proven by their rarity. Of all GTi-Rs, the 'rally car for the road' Nismo variant stands as the unicorn. Only 21 were built and one lives in Nismo boss Takao Katagiri's garage. This is a limited production umbrella model with only with only approximately 3000 built.

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## **Paint:**

The paint is not original to this car the colour is Red . The paint is in fair condition but show some imperfections checking and fading .

## **Tires:**

The tires are after market radial tires. P205/50/15 with 98 % tread left on them .

## **Wheels:**

Aftermarket Aluminum rally wheels with center cap in good condition.

## **Transmission:**

This is a 5 speed Manual transmission rebuilt back to factory spec . The transmission is thought to be numbers matching to this car. The Transmission engages and shifts smooth .There is a new center force clutch installed .

## **Glass:**

All glass is original and in good condition. The windows have an after market tint applied.

## **Exhaust:**

Exhaust is an after market cat back exhaust with 3 In Stainless steel exhaust with an after market header in good condition. There are also after market headers installed .

## **Body:**

The Body of this car has undergone some minor restoration work The Body of this car seems to be very and is straight and original. All the original body panels seem to be intact. The undercarriage 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.

## **Chrome:**

The mouldings and trim are original and in good condition. As well as the front bumpers and rear bumper good condition .

Appraised By *Daniel Sporbeck*  
Business Number 120798590

**Special Note:** This appraisal was the opinion of the appraiser listed above. The appraiser is not responsible for any financial loss All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail

**Radio:**

After market Am Fm MP3 with speakers . There are also an anti theft systems mounted in the car.

**Engine:**

This particular car is powered by a 2.0 liter fuel injected straight 4 cylinder RS 20 Turbo . The engine is thought to be numbers matching to this car. The engine runs well .

**Interior:**

The Interior is original with bucket seats and a console in good upholstery in good condition. The dash gauges are factory as well there are some after market gauges installed and are in good working condition . The carpeting is good condition. All the interior mouldings are in good condition. The interior panels are in good condition.

**Mechanical:**

Mechanically this car is in good condition the engine runs well. The brakes have been replaced complete with master cylinder and lines and 4 wheel disk brakes are in good condition . Front and rear suspension are all new with polyurethane bushings as well as adjustable coil overs on all 4 corners custom rear controls arms all parts are a combination of OEM and aftermarket replacement and are in good condition. The cooling system has been upgraded .

**Value:** **\$9,500.00**

Appraised By *Daniel Sporbeck*  
Business Number 120798590

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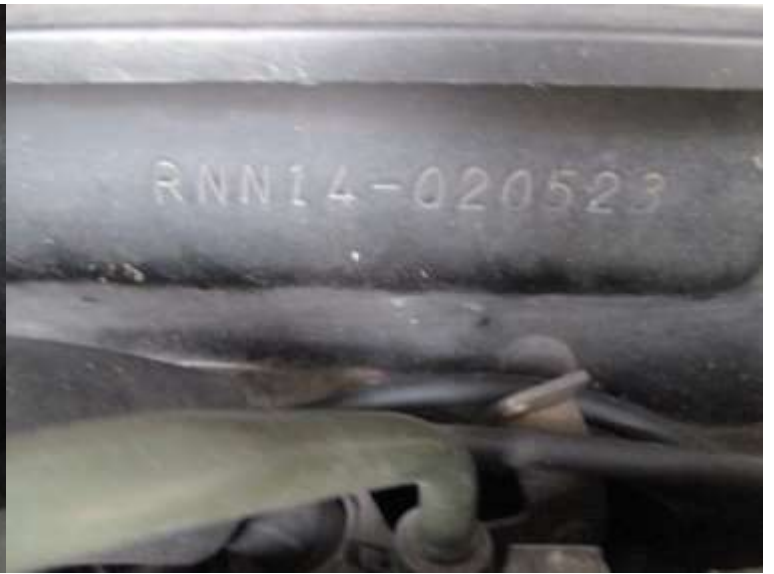


Interior



Interior





Vin & Trim Tag



Odometer Reading

Current Ownership







Engine Bay



Under Carriage

