

**Appraisal Report 22 - 5264**

of a

1926 – '27 Model T Tudor Sedan

This report prepared for the Estate of Marl Brown

This inspection and report preparation has been  
undertaken by:

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## Vehicle Specifications:

**Year:** 1926 – '27  
**Make:** Ford  
**Model:** Model T  
**Body Style:** Two door (Tudor) Sedan

The history of the car is not known and the model year is uncertain.



## Registered Owner: The Estate of Marl Brown

c/o Mavis Brown (250) 774-6769  
5313 - 49 Street  
Fort Nelson, British Columbia V0C 1R0

## Appraisal Summary:

The Ford Model T was the first mass production car. It has become a classic for restoration and modifying by hobbyists and makes an excellent collector car today. This is particularly true for original metal bodies examples and many fiberglass reproduction kits are now available. This car is a later year, 1926 – '27 model T tudor sedan It shows significant aging and wear and is incomplete and overall in restorable condition. Several similar cars were found for sale in USA and Canada with asking prices ranging from \$ 1,000.00 to \$ 3,800 US depending primarily on extent of parts missing and general condition. Asking prices of the most representative cars were averaged to establish a base value and consideration was given to the CDN to US exchange rate and the expected difference between asking prices and actual selling values to determine a market value for this car as noted below.

**Appraised ( Fair Market or Actual Cash ) Value :**     \$ 1,525.00     Cdn.,

**Date of inspection and effective date of the appraisal :**     October 24, 2022    



**Report Number**     22 - 5264    

**Note:** The appraisal is based on information provided by the owner that is assumed to be correct. The accuracy of the information provided is the responsibility of the client. Vintage Vehicle Appraisals Inc., and the appraiser is not responsible for information provided by the client that by negligence or mis-statement is misleading or incorrect. Due diligence has been applied to make the assessment as accurate as possible but very little is known about the history of each vehicle and some reasonable assumptions have been made. For example, it is assumed that the vehicle has the original engine installed but casting numbers and dates were not checked to confirm this, in addition, some VIN numbers were not found or decodable so vehicle descriptions may not be correct. Value is determined by the use of comparables and value guides, review of readily available sale results in North America and based on my experience in local sales and auctions of similar vehicles. Unless otherwise stated the value shown is fair market value at the time the appraisal was undertaken. No comments regarding condition should be construed as a statement of the future safety, road worthiness or mechanical condition of the vehicle and merely reflect an opinion of what can be seen at the time of the inspection.

## **General Description and Condition:**

1908 represented the first production Model T design from Ford. About 1000 cars were produced in that year, manufacturing grew and the Model T became very popular as a basic low-cost mode of transportation until 1927 when it was updated with the model A Ford. The design changed gradually over the years as improvements were incorporated into the running production line as they were developed. The design was conventional with a front mounted flat head four-cylinder inline engine driving the rear wheels. The full-sized all steel body rested on a separate steel ladder type frame. The wheelbase was 100 inches with a tread width of 56 inches. Several body styles were available with two or four doors in sedans, hardtops, convertibles trucks and sedan deliveries. This car is a 1926 or 1927 tudor Model T sedan. It has been parked for some time and is not in operating condition but in restorable 5.0 condition with a number of missing parts, and a non-running engine. It would be considered a limited parts car or the body might be useful as the start of a project. (For a description of the various condition ratings please refer to the end of this report.)

## **Body and Trim and Glass:**

The body panels on this two-door (tudor) sedan are unrestored and show general aging and wear. The fenders and body shell are essentially intact but there are no windows and no roof in place. Similarly, the interior has been completely gutted with only seat frames in place and several interior hardware pieces (gauges, door handles, steering wheel) are missing. The car appears to have been used as a parts source for other cars and numerous other parts are also missing or damaged. All aspects of this car are ready for extensive restoration. The side and rear glass is not in place but may be stored with the car. The glass windshield is damaged and broken. The wood spoke wheels appear to be in poor condition. The engine appears to be the original flathead four cylinder, but some accessory components are not installed and the engine will have to be totally rebuilt to be operable. The radiator is damaged and hoses are missing as is some of the electrical wiring.

## **Engine:**

The engine is not complete with numerous parts missing and is not operable.

## **Frame and Exhaust:**

The frame appears to be intact and solid with some general rust present but not all of the chassis can be seen and may be in need of repair. The exhaust system is not complete with the original cast iron exhaust manifold removed. The chassis in general is in need of a total restoration.

## Determination of approximate market value

Vehicle Type - Model T tudor sedan		
	Poor or Restorable Condition	Comments
Hagerty CTM Guide		A chassis and body shell and non-operable engine \$ 4,900.00 for fair condition, (intact, operating but ready for restoration'
Old Car Guide		\$ 1,680.00 restorable \$ 560.00 parts car
US web sales		<p>\$ 1,000.00 –model T touring body, and frame, no engine, mechanicals or interior, general rust, project car (Idabel OK smartmotorguide.com L50286462 November 2022)</p> <p>\$ 1,600.00 – 1927 model T tudor coupe, chassis has been reconditioned, no engine, body shell unrestored but minimal rust, no interior, project car (Pleasant Hill MO smartmotorguide.com L49585446 November 2022)</p> <p>\$ 1,950.00 – 1926 – '27 model T tudor sedan, unrestored, engine not running body shell unrestored but minimal rust, no interior, project car (Jackson MI smartmotorguide.com L49114522 November 2022)</p> <p>\$ 3,800.00 – 1926-'27 model T roadster, unrestored, everything original and seems to be in place. In good condition Cut Bank MT smartmotorguide.com L52345942 November 2022)</p>
Average of Above	\$ 1,775.00	
US values converted to Cdn \$\$	\$ 2,378.00	Using a CDN to US \$ exchange rate of 1.34 : 1
Approx Cdn Market Value \$\$		<b>This is the approximate fair market value for a poor condition vehicle in essentially the stock or factory configuration but showing some general age and wear and probably some rust; similar to comparables found or reference guide examples used. Factors unique to this car should be considered and the value adjusted accordingly.</b>
<b>Other Factors Considered</b>		
Rarity	-	.
Originality	( \$ 600.00)	Unrestored, many mechanical parts missing and not operational, deduct 25 % from value of this car.
Conversion of typical asking prices to expected selling price (market value)	( \$ 250.00)	Deduct 10 % from approx. asking price value to determine expected actual sales market value.
Reworked / Replacement Parts that would add to or take away from the market value expected for a "poor" condition vehicle.	- - - -	<p>Powertrain Upgrades: 4 cyl engine is not operable and in poor condition</p> <p>Brakes &amp; Suspension: appear to be in poor condition</p> <p>Interior: Some aging and wear – in poor condition</p> <p>Bodywork: Some aging and damage – in poor condition</p> <p>Paint: Some aging – in poor condition</p>
Fair market Value	<b>\$ 1,525.00</b>	<b>This is the appraised value for insurance purposes.</b>



The engine is missing numerous parts and is non-operable and probably not rebuildable.





The interior has been stripped with numerous missing pieces and is ready for restoration.



The roof insert is missing. The plywood seen is a shelf in place on the roof for storage purposes.

## Condition Rating

1 = Excellent, 2 = Very Good, 3 = Good, 4 = Fair, 5 = Restorable

- 1) **Excellent:** Restored to current professional standards of quality in every area; or original with all components operating and appearing as new. This vehicle is true show car quality or mint condition example and is seldom driven and usually transported in a closed trailer. It may be just finished a total restoration and is like new. Flaws, if any, are few, minor and readily repaired with minimum cost. There will be no rust anywhere.
- 2) **Very Good or Above Average:** Well Restored; or combination of superior restoration and excellent original condition; or extremely well maintained original showing minimal wear. This vehicle would only be driven or used occasionally, typically in good weather. It is very well cared for. Rust if any, will be minimal.
- 3) **Good or Average:** Completely operable original or older restoration showing some wear or amateur workmanship. Also a combination of well-done restoration and good operable components; or partly restored car with valuable NOS parts. Vehicle may be driven frequently for enjoyment and as a result some components may show aging and wear from normal use. There will be some underside rust and possible exterior rust.
- 4) **Fair or Poor:** Addressable vehicle needing no or only minor work to be functional; or a deteriorated restoration; or a very poor amateur restoration. All components may need restoration to be Excellent or above average, but mostly usable in "as is" condition.
- 5) **Restorable or Parts:** Needs complete restoration of body chassis and interior. Not drivable, but is not weathered, wrecked or stripped to the point of being useful only for parts salvage.

## Rating for Rust or Corrosion Deterioration:

- Serious:** Frame and sub frame or floor pans show surface rust and perforation to the extent that some structural weakening has occurred. Body shows perforations and holes around prone areas or floor pans.
- Moderate:** Frame and sub frame or floor pans show extensive surface rust but no perforation or structural weakness. There may be a few small holes in prone areas such as lower door panels and around wheel wells.
- Light:** Frame and sub frame show light surface rust in some areas. Body is intact with no holes but possibly some bubbling of the paint in prone areas.
- No Rust:** There is no visible rust anywhere on frame, floor panels or body panels. Note that sometimes an appraiser has limited access to underside panels, and some rust may be covered by a carefully applied undercoat. Rust may not be visible but may exist under an applied coating or in crevices that are not observable from a floor level or non-hoist inspection. A no rust statement may not be accurate if rust is hidden from view.

## Valuation Definitions

**Fair Market Value or Actual Cash Value:** The highest price, expressed in terms of money, that this vehicle will bring in an open and unrestricted market between a buyer and seller who are informed, knowledgeable, and prudent and who are acting independently of each other, neither being under any compulsion to buy or sell. Collector Car Insurance policies are usually based on fair market value and it becomes the "**Agreed Value**" between the insurer and insured for an insurance contract with a 19A endorsement for collector vehicles and motorcycles.

"**Replacement Value**" may be the same as fair market value but is usually higher if modifications or custom effects have been made to the vehicle. These changes may or may not always be reflected in market values, but these same costs would be required to return any replacement vehicle to the same condition or state as the original vehicle. It is not usually used in collector vehicles valuations but there are some exceptions for very rare or extensively modified / customized vehicles when comparable vehicles for sale cannot be found, to establish market value.



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