

International Vehicle Appraisers Network

PRE-PURCHASE VEHICLE APPRAISAL

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On September 10,2014, an authorized inspector of the International Vehicle Appraisers Network, Bill Krieger of Elk Grove Village in Illinois, personally inspected and evaluated the vehicle described below for the purpose of providing an estimation of the vehicle's cash value today. He inspected the vehicle's exterior, interior, chassis, and engine compartment. The evaluation is based upon authenticity, preservation/ restoration, maintenance and/or replacement costs.

Vehicle Year and Make: 1959 Edsel Ranger

VIN: C9UF729995

Body Style: Four-door sedan

Color: Redwood Metallic with Snow White accent

Interior (color/material): Buff vinyl/cloth

Vehicle Inspected at: Owner's location

Owner: William Krieger

Phone: 847/354-0071

Address: 1660 Von Braun, Elk Grove, IL 60007

Special Features

Odometer reading:(91,012) Vehicle is powered by the Ford "Y-Block" 292 CID, 200 h.p. overhead valve V-8 attached to a two-speed Mile-O-Matic automatic transmission. Some factory options on this vehicle are: power steering, "Lever Action" heater and defroster, eight tube AM radio, wide white sidewall tires, and full wheel covers. Aftermarket equipment includes: Pertronix electronic ignition, right and left outside rear view mirrors, rear seat radio speaker and air conditioning (components inside trunk at the time of inspection).

Comments

Engine/Engine Compartment: Engine compartment is in fair conditioning with some attempt to detail but not show-ready. Compartment walls have some rust but display no collision damage or repairs. Engine compartment walls are painted in correct semi-gloss black but dirty and oil/grease stained. Engine itself has been painted correct gloss black but only rattle-can quality. Wiring is original, routed in factory looms and displays no "modern" splicing. Most of the engine accessories are correctly detailed but needing a good cleaning and touching-up. Radiator has indifferent detailing with incorrect upper and lower hoses and incorrect clamps.

Chassis: Underside of vehicle has a good deal of surface rust with some "outrigger" body supports rusted through. Frame rails have surface rust but no collision damage or repairs. The floor pan, trunk area and frame, while having some surface rust, appear completely serviceable. Brake lines appear to be original displaying no repaired sections or leaks but would be an item to replace in the not-too-distant future. Exhaust has some surface rust on the pipes but the muffler itself appears to be aluminized and in good condition. Wheels are standard FoMoCo steel in good condition displaying some surface rust. Stainless full wheel covers are in very good condition with no dents, scratches or curb rash observed. Tires are old bias ply style "Conform" brand wide white wall H78 X 14 having thin tread and many sidewall cracks. Right front is a 7.50 X 14 WWW having no sidewall cracks and good tread. Was unable to determine date of tires but I would strongly suggest replacing all tires as soon as possible due to safety concerns.

Interior: Front bench seat has correct Edsel pattern and is in fair condition with the driver's seat displaying a good deal of wear. Rear seat is in much better condition with some sun-damage to the vinyl corners. Rear package tray is in good condition needing to be securely fastened. Headliner needs a good cleaning and has a couple of tears in the passenger's side. Carpeting is in very good condition having rubber Edsel heel rest, appearing to be an exact replacement. Instrument panel is in good condition with instrument bezels needing some cleaning and detailing. Instruments themselves are easy-to-read with clear lenses.

Exterior: Exterior paint has a fair gloss but needs a good buffing. The white roof is in excellent condition with a good gloss and no rust displayed. There are several scratches on the upper body and a couple of minor dents. The lower part of the body has a good deal of rust including rusted out rockers, severely rusted lower front fender bottoms and rusted areas around rear wheel openings. Underside of doors are in good condition with open "weep" holes draining water. Chrome front bumpers are fair with the passenger's side extremely thin. Rear bumper is in very good condition with some flaking of the chrome around bolts. Front grill has pitting on pot metal areas with the "horsecollar" grille in very good condition. Stainless is in good condition but pot metal mirrors, door handles and badges are pitted. All glass is original having correct FoMoCo "bug," no cracks or scratches with the exception of some wiper scuffing on the driver's side of the windshield.

Pre-Purchase Inspection

Is title clear of liens and in sellers name (Take picture for client): Included in pictures.

Engine: 200 h.p. 292 CID "Y-Block" V-8

Fuel System: Two-barrel carburetor

Transmission: Mile-O-Matic automatic transmission

Exhaust system: Single muffler.

Radio/sound system: Original AM eight tube radio with aftermarket rear seat speaker

Headlights: Operational

High beams: Operational

Parking/driving lights: Operational

Taillights: Operational

Brake Lights: Operational

Directionals: Operational

Windshield wipers: Vacuum motor weak. Wipers very slow.

Seat Belts (front): Not installed

Seat Belts (rear): None

Horn: Operational

A/C: Components inside trunk.

Others: Interior lights worked after a fashion. Possible rheostat problem on light switch.

Wheels (type/size): Standard steel FoMoCo 14" five-bolt.

Tires (type/size/cond): H78 X 14 wide white wall on three with passenger's front being 7.50 X 14. H78 tires are old having thin tread. 7.50 tire in better condition with no sidewall cracks and a good deal of tread..

Others: For safety I would advise buyer to replace tires quickly. Owner commented that brakes have not been checked in 12 years of ownership – I would advise inspection as soon as possible with no long drives attempted until brakes and tires inspected.

Road Test

Drove/rode? Rode

Road test miles: Six

Road surfaces: Asphalt

Weather: Hot and sunny

Starts (easy/hard): Starts very quickly possibly due to Pertronix electronic ignition.

Vision/mirrors: Two outside and one inside Acceleration: Acceptable

Braking: Braked well

Brake hard (from 35mph): Did not test

Ride smoothness: Smooth ride

Vibration/shimmy: None

Drift: None

Steering: Power steering makes this 2-ton car easy to steer

Other: Does not idle well after warm-up. Engine quit at traffic light and was very difficult to restart. Possible carburetor problems? Brakes work well with no pull to either side. Emergency brake inoperable.

(Appraisal of 1959 Edsel four-door sedan continued) Summary/Comments

This example of a 1959 Edsel may be described as a "perfect 20 footer." From that distance the car appears to be in good condition with no observed collision damage or rusted areas. On closer examination, the problems with this vehicle are apparent. Rusted rockers, lower fender rust and bubbled rear wheel openings are seen. Also the chrome is thin and has needs. Front interior seat bottom is severely worn and the door panels have some deterioration. That said, the vehicle runs reasonably well and the floor pans appear to be rust-free while there is a good deal of surface rust on the frame rails, springs and suspension items all chassis items appear to be entirely serviceable.. I would rate this vehicle to be in Number five condition (out of six).

After careful evaluation of this vehicle, based on my expertise and experience (and after consulting Old Cars Price Guide, NADA, The Production Figure Book for U.S. Cars, the Internet, reviewing the *International Vehicle Appraisers Network* database, etc., and after consulting with other Professional Appraisers, museums, and automotive experts, etc., when necessary, I appraise (estimate) this vehicle as having a cash value of \$3,000.

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I hereby state that I have no financial interest, ownership, or employment in/with any firm engaged in the purchase, sale, insurance or transport of motorized vehicles or in any firm engaged in the repair or restoration of motorized vehicles. I further state that I have received no compensation for this appraisal, from any source, other than my fee. Therefore I have no actual or potential conflict of interest in providing this appraisal.

Signed _____ William G. Krieger

CREDENTIALS

1. Certified Appraiser in the International Vehicle Appraisers Network (nationwide association). Appraisals accepted by every insurance company as well as banks, credit unions, IRS, and Courts of Law (expert Witness), etc.
2. Has appraised vehicles for over ten years.
3. Senior Master Judge for the Antique Automobile Club of America (AACA) with over 100 National Judging Credits. Served as Team Captain at AACA National Meets.
4. National Meet Judge for the Mustang Club of America, the Buick Club of America, the Classic Thunderbird Club International.
5. Has appeared in court as an expert witness.
6. Officer and newsletter editor of a regional Mustang Club of America car club - the Northern Mustang Corral located in Bourbonnais, Illinois. Has won several Golden Quill awards from Old Cars Weekly for the monthly newsletter "From The Corral."
7. Guest Speaker on Appraisals before many clubs and organizations. Guest Speaker on Classic Cars.
8. Owner/restorer of two AACA National Award winning vehicles: 1957 Ford Sunliner Convertible, 1954 Buick Special.
9. Owner/restorer of a 1965 Ford Mustang HiPo GT fastback that has won a Senior Grand National award in the AACA and won many gold awards in the Mustang Club of America.
10. Owner of Senior Gold Buick Club of America medal winning vehicle: 1954 Buick Special.
11. Member of Chicagoland Corvette Club and owner of a 1965 Corvette roadster.