

**Appraisal Report # [REDACTED]**

of a

**1971 Ford Torino GT Sportsroof**

This report has been prepared for [REDACTED]

A vehicle inspection and report preparation undertaken by:

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**SVAI Trained, Accredited and Insured**  
**A current member of the Specialty Vehicle Appraisal Institute; S.V.A.I**

**Vehicle Specifications:**

**Year:** 1971

**Make:** Ford

**Model:** Torino GT

**Body Style:** Sportsroof

**V.I.N. #** [REDACTED]

**Engine #**

**Colour/Code:** Grabber Yellow

**Odometer:** [REDACTED] miles

**License #** [REDACTED]

**Policy #**



**Registered Owner:** [REDACTED]

**General Comments:**

The **Ford Torino** is an automobile which was produced by Ford for the North American market between 1968 and 1976. It was a competitor in the intermediate market segment. The car was named after the city of Turin (*Torino*, in Italian), considered "*the Italian Detroit*". The Torino was initially an upscale variation of the intermediate sized Ford Fairlane, which Ford produced between 1955 and 1970. After 1968, the *Fairlane* name was retained for the base models with lower levels of trim than those models which wore the *Torino* name. During this time, the Torino was considered a subseries to the Fairlane. By 1970 *Torino* had become the primary name for Ford's intermediate, and the Fairlane was now a subseries of the Torino. In 1971 the *Fairlane* name was dropped altogether, and all Ford intermediates were called *Torino*. This name was one of several originally proposed for the Mustang while in development. The Torino was essentially a twin to the Mercury Montego line. Most Torinos were conventional cars, and generally the most popular models were the 4-door sedans and 2-door hardtops. However, Ford produced some high-performance versions of the Torino by fitting them with large powerful engines, such as the 428 cu in (7.0 L) and 429 cu in (7.0 L) "Cobra-Jet" engines. These cars are classified as muscle cars. Ford also chose the Torino as the base for its NASCAR entrants, and it has a successful racing heritage.

**Appraisal Summary:**

This 2-owner vehicle has been maintained and repainted as a well-preserved original. The believed-original engine runs as-new and the **vehicle is in # 2- condition**.

**Appraised ( Fair Market ) Value :** \$[REDACTED] Cdn.

**Date of inspection and effective date of the appraisal -** [REDACTED]

**Report Number** [REDACTED] **Signed:**

**Note:** The appraised value may vary over time, especially if modifications are made to the vehicle. It is recommended that periodic updates to the appraised value be made to ensure that the estimated value noted above is an accurate reflection of current value. The appraised replacement value will probably differ from market value. Due diligence has been applied to make the assessment as accurate as possible using information available to me at the time of the inspection. Value is determined by the use of comparables and value guides, review of readily available sale / auction 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 for insurance purposes to be applied on collector vehicle policies having a 19A (appraised value) endorsement. The owner should verify that the policy includes this endorsement in the contract.

**General Description and Condition:**

For the 1971 model year, Ford limited changes to its intermediate line to minor revisions. The biggest change for 1971 was the decision to drop the Fairlane name from the intermediate line-up all together; the Falcon name would also not return for 1971. The Torino line-up consisted of 14 models. The base model was now the "Torino", available as a 2-door hardtop, 4-door sedan and 4-door station wagon. Next was the mid-level "Torino 500", available as a 2-door hardtop and SportsRoof, 4-door sedan and hardtop and a 4-door station wagon. The top of the line Torino remained the "Torino Brougham", available as a 2-door and 4-door hardtop, while the "Torino Squire" remained the station wagon equivalent to the Brougham. **The "Torino GT" was offered as a 2-door SportsRoof and convertible**, while the "Torino Cobra" was still only available as a 2-door SportsRoof. The styling was mostly unchanged for the 1971 models, save for minor revisions to trim and the grilles. The grilles on the 1971 Torinos now were divided by a vertical division in the centre of the grille for all models except the Cobra. The Cobra continued to use the same grille as used in 1970. A revised emblem was located on the vertical divider on the grille for all Torinos except the Cobra. The Torino 500, Brougham, Squire wagon and GT models had the Hideaway headlamp option available, which included a unique grille with a less prominent divider bar. The engine line-up remained almost identical to the 1970 model year, with most models featuring the 250 CID I-6 as standard. Broughams, Squires and GTs continued to have the 302-2V as standard, while the Cobra was downgraded to a 351-4V as its standard engine. All engines, other than the 429s, saw a slight drop in compression, which also resulted in a drop in power ratings. High insurance rates for muscle cars, and increasing concerns for emission controls were likely the reason for Ford's changes to its engines. Other manufactures were following suit, including Torino's main competitor Chevrolet's Chevelle, which featured lower compression on all of its 1971 engines, while SS models had the 350 CID 2-barrel as its standard engine. Ram Air induction remained an option on the 351-4V, 429 CJ, and the 429 SCJ.

The GT remained the sporty Torino and included dual colour keyed racing mirrors, GT identification, a non-functional hood scoop, hub caps and trim, rings, chrome trim on the foot pedals, full width taillights with the honeycomb effect, and E70-14 tires (F70-14 on convertibles). Production for 1971 was 326,463 units, slightly lower than 1970 Ford intermediate production. Only 1,613 Torino GT Convertibles and 3,054 Torino Cobras were produced for 1971.

This particular vehicle is a Torino GT Sportsroof. It is extremely-well maintained and has been in the possession of this the second owner since it was 2 years old in 1973 when it had 6,000 original miles. It was repainted in 2015 in a slightly brighter shade of Grabber Yellow. The interior and mechanical components have been maintained as new, and the believed-original engine runs as-new. The vehicle is in solid # 2- condition. (For a description of the various condition ratings please refer to the end of this report.) The odometer reading of [REDACTED] miles is original.

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

The upper body panels on this vehicle were completely rust free. Rockers were solid and free of corrosion, but some detailing is needed on the silver rocker moldings. All panels were smooth and free of dents. They were properly aligned with reasonable and uniform panel gaps and no pinch points. There was some misalignment at the contour of the front edge of the hood in relation to the fender corners, but this appears to be from the factory and can be seen on three of the enclosed comparables. The factory side trim and all brightwork was intact and in excellent condition, except for some minor scratches on the drip rail moldings and some scratches on the top of the door handles. The front center grill emblem was damaged and has not been replaced. The bumpers were original, straight and free of accident damage or scrapes, and the chrome finish was excellent. Lights were operational, with lenses in excellent condition in all locations except for a tiny chip in the FR turn signal. The side glass was in very good condition except for some chips on the RR, window seal scrapers were good condition but showing some minor malformation, and the windows slide easily without binding. The windshield and back window

and their seals were in very good condition. The hood and doors opened and closed easily without binding or sagging, with handles and latches operating smoothly and tightly. The rubber door seals were in very good condition except for a split in the driver's door seal. Wipers were operational, and mirrors were in very good condition. The Rim-Blow steering wheel does not activate the horn at this point. The trunk was in excellent condition and contained a new mat, and side opening floor covers.. There was some minor surface corrosion on the top side of the fuel tank, and there were three holes in the rear apron where the dealer emblem had been located.

#### **Paint:**

The vehicle was repainted in a slightly brighter hue of its original Grabber Yellow colour. The car was disassembled with fenders, doors, hood and trunk off before painting. Quality of the prep work was excellent with no sanding marks, and no overspray on trim or rubber seals. The paint had excellent shine and lustre, and there was no apparent orange-peel in the surface. The door hinge areas and areas around the fenders were in very good condition. There were some very minor drips under the side moldings and some overspray on the rear underside of the car.

#### **Wheels and Tires:**

This vehicle had the original option 14" Ford Sports Wheel Covers rims on all four corners. These were in new condition with no corrosion or curb damage and aging. The wheels hold BFG TA Radial tires that are 225-70-R14 in size front and rear, and showed as new. The spare was located in the trunk as original.

#### **Interior and Instruments:**

This car seats four in 2 buckets in front and a rear bench seat. Door sills were in very good condition and show no signs of scuffing or scratches, with original stainless sill plates in as-new condition. The seats are original and showed no wear, tears or splits. The inner door cards and handles were in excellent original condition, however the carpets show fading and some stains, some cracks in the driver's side floor pad, and these are letting the interior down somewhat. The floor under the carpeting was inaccessible and based on the condition of the underside of the vehicle, I would expect no rust or perforation. Rubber pedal pads were in as-new condition.

The original headliner was in excellent condition, as were the sun visors. There were some cracks and damage to the original dash panel, but it was otherwise in good condition. The dash instrumentation included the original speedometer and the fuel level and temperature gauges, all of which are operational. An aftermarket tachometer in very good original condition is attached to the steering column. All knobs are original and function correctly. The automatic transmission is operated from the selector on the center floor console, which was in excellent condition with a opening compartment for holding cassettes etc. The Rim-Blow steering wheel was in excellent original condition, other than not operating the horn. The car was nicely equipped with driver's convenience items including body-colour side view mirrors, windshield wipers, clock, electric rear defroster and glove box. There were some marks on the dome light molding. The kick panels under the dash were excellent condition with no scuffs.

#### **Audio:**

An aftermarket AM / FM Cassette stereo has been installed in the dash opening but the owner has the original operational Ford AM radio in his possession. Sparkomatic speakers are mounted in both both sides of the front center console and dual original speakers are mounted under the rear package tray.



### **Engine and Power-Train:**

The believed-original 351-4v cid Cleveland engine with Ram Air option is installed in the vehicle. It has had a mild rebuild including having the valve seats changed for running unleaded fuel. It was equipped with Holley 600 cfm 4 barrel carb. Duraspark Electronic Ignition has been installed and the owner has kept the original points and cap. The Shaker Intake vacuum close flap has been removed due to it being noisy, but the owner has the part. The power steering pump has been rebuilt and the starter was replaced with the owner keeping the original. The engine compartment was painted in its original black, the engine in blue with blue valve covers. There was no accumulated grime on the lower block components but some paint is beginning to flake from the bottom of the engine and there was some surface corrosion on the exhaust manifolds. The engine included new wiring and new hoses as required, showing no wear or aging. The original radiator was in good condition and the water pump operates well but is of unknown age. The engine started easily and ran smoothly with no unusual noise or smoke that might indicate a hidden maintenance or mechanical problem. There was no indication of any fluid leaks. Power was fed through the believed-original rebuilt C6 3-speed automatic transmission with shift kit, to the original 3:25 rear differential.

### **Suspension / Brakes:**

The vehicle retained its original configuration for suspension, with front disk and rear drum braking systems. The front and rear suspension bushings and shocks appeared in good condition except for some cracking in the top shock tower bushings, and the car shows no sagging. There was some surface corrosion on the bottom of the front crossmember and a tear in the steering stabilizer boot. All critical systems appeared to be in good working condition with no apparent problems. This summary is not a safety inspection and this report is not a qualification of the mechanical integrity of the components, but is only reporting on the visual state of what was present.

### **Frame / Exhaust**

The frame and underbody is in excellent condition with only minor signs of surface corrosion in some spots. The exhaust system was the original dual configuration, and there was some surface corrosion on the exhaust pipes but not on the mufflers. There was no indication of any leaks in the system and when the engine was idling.

### **Decoding the VIN numbers and Body / Interior Numbers:**

The VIN on the body plate is [REDACTED]

Denotes 1971 Torino GT Sportsroof, built Lorain, Ohio; 351-4v cid V8

Engine is believed original

Body colour code D denotes Grabber Yellow

Interior code YF, Ginger Knitted Vinyl Bucket Seats

**Determination of approximate market value and Insurance replacement value.**

Vehicle Type: 1971 Ford Torino GT Sportsroof		
Canadian Dollar Valuation	Good #2-Condition	Comments: A well restored original car showing minor signs of underbody wear
Hagerty #2	██████	
Mecum F148 sold 7/17	██████	1970 GTw/laser stripe,4 spd,no shaker or hideaways
Mecum K195 sold 01/17	██████	1971 GT351,factory AC,yellow, no hideaways
GAA FR0184 sold 3/17	██████	1971 GT, new engine/interior,laser,magnums
Hemmings 1931554	██████	1970 GT,351,Shaker,exceptional condition
Autabuy/Southern Motors	██████	1971 GT,Red,351,auto,laser,no hideaway/buckets/console
Old Ride.com,Mass.	██████	1970 GT,white,351-2 bbl,auto,AC,very clean
<b>Approx. Average Canadian Market Value</b>	██████	This is the approximate fair market value for an Very Good Condition restored vehicle with some signs of underbody wear. The estimation is based where possible on same-vehicle sold activity. Have reduced sold price by 10% re seller's fee and asking prices by 10% for negotiation.
<b>Other Factors Considered</b>		
Rarity	-	A 1971 Ford Torino GT in this condition is not common
Originality	-	Restored as original
Reworked / Replacement parts that may alter the market value expected for an "Very Good" condition vehicle	-	No significant changes to original. Car's condition and improvements support the valuation given.
<b>Fair Market Value</b>	██████	<b>This is the appraised value for insurance purposes.</b>

Note that many factors are considered in determining replacement value. Some details may not be presented in this report but a copy of the relevant information is kept in our files and is available on request. The fair market value may differ from the invoiced cost of the vehicle, especially if it has been extensively modified or restored.

Paint shines, excellent fit and panel gaps



Excellent grill detailing, bumper straight and smooth



GT options include Shaker hood, side moldings and Sports Wheel Covers





Good gaps, fit and finish under bumper, alignment



Smooth

panels,

clean joints and fitment





Smooth body panels, excellent detailing fit and finish



Roof smooth, good prep on channel details, some scratches on moldings



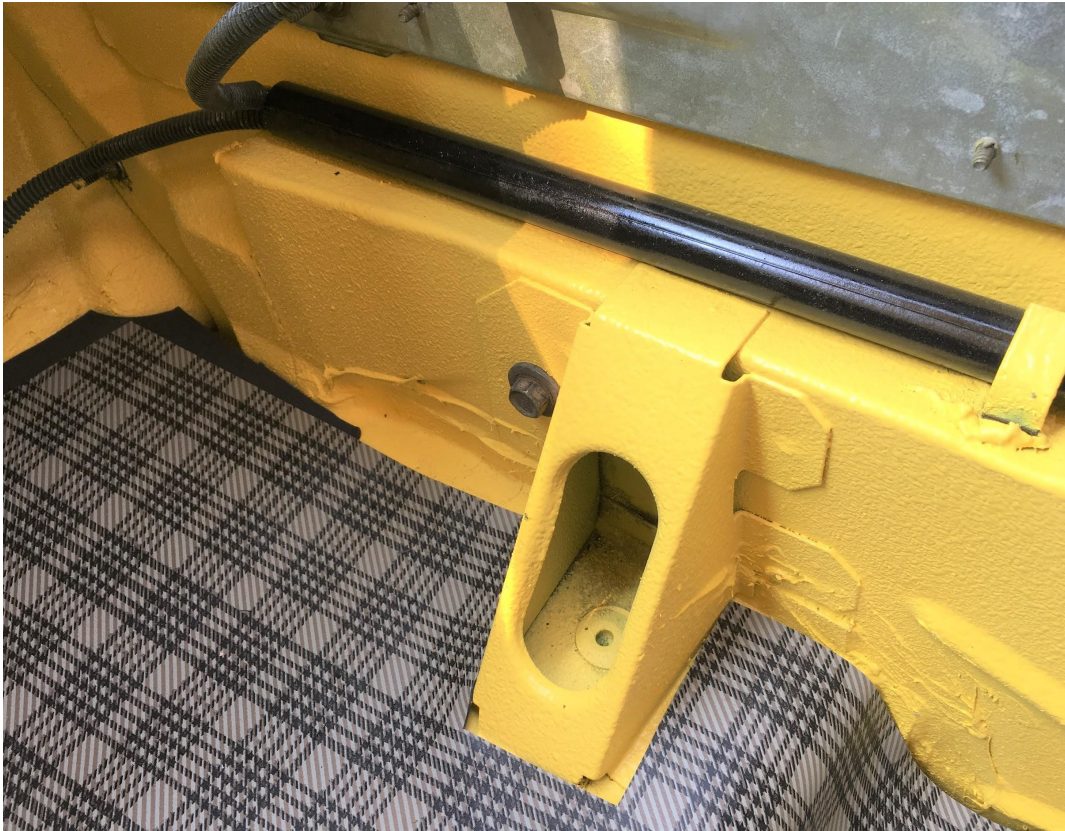
Body prep very good, fit and finish



Rust

free trunk, repainted with body, new mat



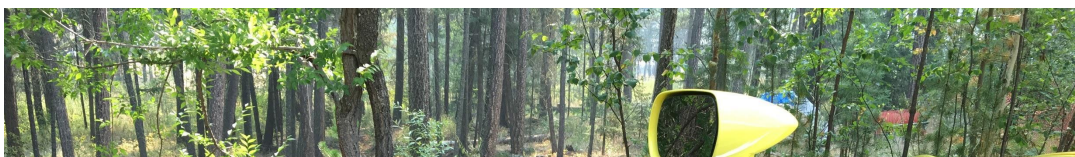


No

corrosion concerns in door frames, good jamb and hinge prep



Door cards excellent, pulls knobs and trim also





Clean door jams, excellent detailing in corners



Steering wheel, instrumentation and tach in very good condition,



Odometer very low original 66,559 miles



Dash has a few damaged spots and cracks under Torino emblem





Original upholstery in very good condition, no rips or tears



Back

seat area clean and as new



Carpets faded and some staining front and back



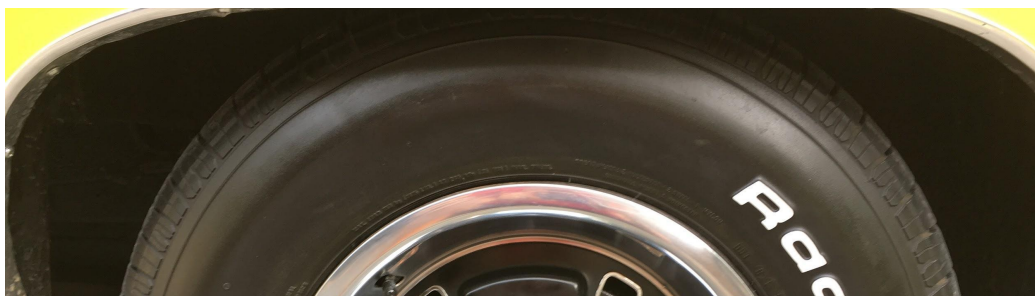
Original headliner as new, some marks on dome light frame



Door undersides very good, no corrosion or chips



Original wheels in excellent condition, no dents or scratches, BFG tires





Original engine rebuilt, Ram Air, Shaker, new wiring and hoses, clean firewall



Clean inner fenders and seams, some cracks in shock tower bushing



Front crossmember and rad support need some clean-up detailing



Inner fenders very clean, very minor corrosion on some underside components

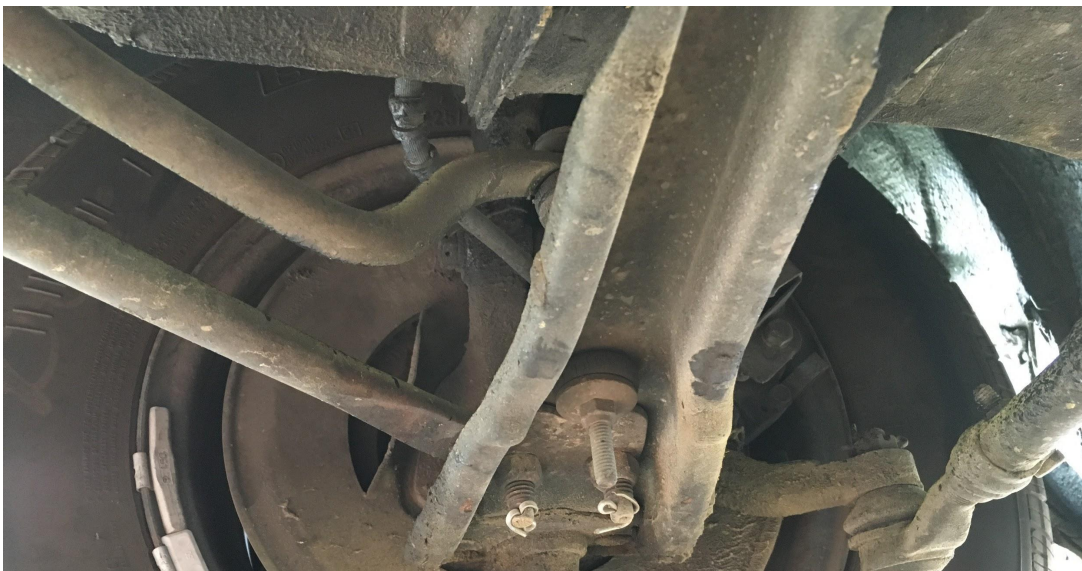




Very clean underside and rocker seams, minor overspray from rear



Front suspension bushings in good condition



Air Underbody very clean, mufflers good, some exhaust pipe surface corrosion



Original Marti Report

Original Build Sheet

**Comparable  
Vehicles Sold**

**Mecum F148 Sold July, 2017 1970 Torino GT**



## HIGHLIGHTS

- 351 CI engine
- 4-barrel carburetor
- 4-speed transmission with Hurst Shifter
  - 3.25 axle ratio
  - Featured in 2012 calendar
- 1 of 1 as equipped on Marti Report
  - Color keyed racing mirrors
  - Hood scoop
- Side moldings as confirmed by Marti Report
  - Second owner
  - Eminger shipper
  - Copy of original title
  - Power steering
  - Power disc brakes
- White with Red Laser stripe
  - Black interior
  - Tinted glass

Sold \$ [REDACTED] usd, with 10% fee out \$ [REDACTED] CDN

**Mecum K195 Sold January 2017 - 1971 Torino GT**





### HIGHLIGHTS

- Unrestored Southern car
- Factory air conditioning
  - M-Code
  - Solid body
  - New tires
- New exhaust manifold

Sold \$[REDACTED] usd, with 10% fees out \$[REDACTED] CDN

### Comparable Vehicles for sale

Hemmings 1931554 June 2017 - 1970 Torino GT



Original factory black exterior and like new black interior,16,358 original miles,one owner,351 cid,Shaker hood,factory 8-track,side moldings,tinted glass,original spare tire and trunk mat, build sheets,no-rust floors trunk underside, runs/drives like new,exception condition in and out,rare unrestored example, everything works, no apologies, No Hideaways 828-381-7720 NC

Asking \$ [REDACTED] usd; with 10% negotiation out \$ [REDACTED] CDN

### Autabuy/Southern Motors - 1971 Torino GT



Clean North Carolina car, factory GT, beautiful factory (3) Bright Red, Black vinyl interior, 71 date coded 351ci Cleveland engine, 4 bbl, factory intake & exhaust manifolds, Crane camshaft, finned aluminum valve covers, power steering, power front disc brakes, automatic transmission,

factory bench seat, factory dash & gauges, AM/FM radio, Flowmaster dual exhaust, factory 9" 3.00 Traction Lock rear end, 235/60R15 BF Goodrich Radial T/A tires, 15" Magnum 500 wheels, factory jack with spare, front spoiler. Ready to cruise!, No Hideaways, No Buckets or Console

Asking \$ [REDACTED] usd; with 10% negotiation out \$ [REDACTED] CDN

### Old Ride .com - 1970 Torino GT



What we have here is a very nice 1971 Ford Torino GT Sportroof with 64,432 original miles on the odometer. This 70's muscle car is finished in a White paint which is complemented by a

Medium Green vinyl interior. Overall this is a very very nice, well documented, low mile car which will provide a ton of fun every time you take it out and at the weekend car shows.

This 1971 Ford Torino GT Sportroof is powered by her 351 cid V8 motor with a **2BBL carburetor** coupled to her automatic transmission; she has Power Steering, Factory AC and her original AM Radio. The exterior and interior are both in great shape as is the body itself - see the pictures of the door bottoms and undercarriage. Cars like this and in this condition do not come to market that often so if you think this might be a car for you, do not hesitate to call and discuss a purchase.

If you enjoyed these cars back in the day, here is your opportunity to get back behind the wheel. We have priced this car to sell so if you are interested in a 1971 Ford Torino GT Sportroof, at a reasonable price, do not let the chance to own this pass you by.

Asking \$ [REDACTED] usd - 5% negotiation out \$ [REDACTED] CDN

### Terms and Conditions of Appraisal Report

Opinions and conclusions made in this report reflect my professional judgment based on facts and conditions available to me during the time of the inspection of the vehicle. Due diligence has been applied to gather the facts and establish the condition of the vehicle. This includes all information requested and provided to me by the vehicle owner at the time of the inspection.

The appraised value does not include applicable taxes or duties.

The intended use of this report is limited for insurance valuation only. The report must be used in its entirety only, and is not intended for any other use or distribution beyond the registered owner and his / her insurer.

### Certification of this report

All facts and data set forth are true and accurate to the best of the appraiser's knowledge and belief.

The author has no present or prospective interest in the vehicle that is the subject of this report and the author has no personal interest or bias with respect to either the vehicle or the parties involved.

I have made a personal inspection of the subject vehicle and requested from my client that all pertinent information relating to the vehicle and its history be passed on to me prior to preparation of the report. All information provided was considered in the report preparation. I verify that the digital images presented accurately reflect the condition of the vehicle at the time of the appraisal. My compensation is not contingent upon the reporting of a specific

predetermined value, or direction of value, or any portion of estimated value. Value indicated does not include applicable taxes or duties.

John Robertson is a member in good standing of the Specialty Vehicles Appraisal Institute of Alberta, and this report has been prepared in compliance with their standards, requirements and practices. This report may be subject to review by either or both of these groups or their duly appointed committees to ensure that these standards are met.

### **Signed and Dated**

John Robertson, [REDACTED]

### **Condition Ratings**

#1 vehicles are the best in the world. The visual image is of the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted. The one word description for #1 vehicles is "concours."

#2 vehicles could win a local or regional show. They can be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

#3 vehicles could possess some, but not all of the issues of a #4 vehicle, but they will be balanced by other factors such as a fresh paint job or a new, correct interior where applicable. #3 vehicles drive and run well, but might have some incorrect parts. These vehicles are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 vehicle.

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. "Fair" is the one word that describes a #4 vehicle.

### **Rating for Rust or Corrosion Deterioration:**

**Serious:** Frame and subframe 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 subframe 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 subframe 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 rust anywhere on frame floor panels or body panels.

### Valuation Definitions

**Fair Market 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 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 usually used in property value insurance and not for collector vehicles.