

Identification and Description of Vehicle Authorized Appraisal

This narrative is an attempt to determine a valuation as of the date of appraisal.

Date of Inspection: October 14, 2025

Location of Inspection

Date of Report: October 24, 2025

Identification of Vehicle

Car Make: Ford

Model Year: 1935

Model: Cabriolet

Body Type: 2 dr.

I.D. Number: 181238639

Odometer: 2119

License Plate: 9TYI964

Tab number: D1264654

Expiration Date: 08 2026

Description of Vehicle:

Exterior Color: Medium Garnet Metallic, by Sonny Bonomo's Automotive paintwork, LLC West Jordan, Utah.

Interior Color: White Leather with Garnet piping

Inspection:

The Subject Vehicle is a 1935 Ford Cabriolet Custom VIN# 181238639. The inspection took place at [REDACTED] All photos taken by the Appraiser Rob O'Neill. This is a 3 owner car, since the 100% Restoration into a street rod.

Engine: Chevrolet Cast Iron Block GM Ramjet crate engine with 350 CI and 350 Hp. The valve covers are polished. The Bogus Induction is polished as well, engine cover built by Bob Rigg of Bob's Rod & Custom, Logan UT. HEI distributor, with red 8 mm spark plug wires. All hoses and belts look to be in good shape. Hard line steel fuel inlet line then into rubber. Underside of hood is painted body color. The alternator is chrome. All new Serpentine belt system with 1-inch belts. A/C compressor by Vintage Air. All the pulleys are chrome or polished. Griffin Aluminum 4 core radiator with 2 10inch Spal puller electric fans. The radiator overflow tank is polished stainless steel. HPC coated headers into dual exhaust flowmaster 40 series polished mufflers, exiting out underneath the rear of the car with chrome exhaust tips installed by John Williams. The pipes are stainless steel. All Metal engine work and polishing was done by Mark and Scot Snyder.

Transmission: GM 700 R 4 transmission which is a 4 speed with overdrive.

Chassis: All new steel TCI boxed frame showing all painted underneath black. The suspension utilizes coil over shocks front. The rear is a leaf spring system. The front end is power steering rack with power steering rack painted black. The Front coil overs are polished with black spring. The rear is polish shocks. Upper and lower control arms are polished. The rear end is Ford 9 inch with new axles all painted black and is clean. The power disc brakes upfront and the rear. The master cylinder is 7 "with dual reservoirs mounted on the frame underneath the driver seat area. The gas tank is a Stainless Steel 20 gallon, all polished. The drive shaft is 3 inch and painted black.

Interior: By John Williams, white leather with cherry red piping and stitched 3 Cherries into the seat backs. Ididit tilt steering column with tilt and cruise control, and a Grant 1939 Banjo steering wheel in cherry wood trim. VDO Gauges in Brass with Antique styled back face in black lettering. Fuel, water, Mph, Rpm, Volts, Temp. The Cabin is heated and cooled by Vintage AC/heat using chrome duct in the dash. The Stereo system is Eclipse 4502 with Dolby and a 6 Cd changer. It has 8 Eclipse speakers, 4 behind the seats and 2 in the side kick panels with 2-inch mid-range speakers and 2 more in the rear next to the rumble seat. All the speaker cover grilles are painted white to match interior. There is a sliding divider panel between front seat and the rear rumble seats. Interstate battery group 78 with 800 cold cranking amps, mounted behind divider in passenger rear. The rear view mirror houses the clock inside, pretty cool. The waterfall on the dash is done in Brass. The headliner is Red. The door panels are foamed 1 piece covered in white leather. Key fob entry for the drivers and passenger door.

Exterior: Medium Garnet Metallic Dupont Paint by Sonny Bonomo's Automotive paintwork, LLC West Jordan, Utah.. All the metal work to the body was performed by

Cris Boggess of Street Rod Technology Utah. Valley University, UT. The exterior rear has the spare tire cover with the 3rd brake light in the center lower section of the cover. The front grille is polished as well as the front and rear chrome bumpers. The headlights are the original bee hive and have LED bulbs for a modern lighting solutions. The turn signal is in the front and rear stainless steel polished bumpers little bulbs led's bright at night, but hard to see in daylight. All the light work, including turn signals. The brake light was only light not working. Power door locks with a key fob to open, very nice touch. The wipers motor and arms are by Specialties. The custom white top of made by Jack Larsen.

Tires and Wheels: Coker Classic white wall 3 inch, P195/75R15 in front and P235/75R16 in rear. The steel rims are Vintiques chrome wire spoke 8 x 15 with center chrome caps with V8 logo.

Vehicle Inspection

- Body – Ford all Steel. Excellent
- Motor –Chevrolet 350 Ram Jet with 350 hp. V. Good.
- Transmission – Chevrolet 700R-4 with overdrive. Good.
- Floors - Red carpet and floor mats. Good
- Frame – TCI All Steel frame rails, Good.
- Suspension – Coil over Shock front and 9 inch ford in rear. Good.
- Steering – Rack and Pinon with Ididit steering column... V. Good
- Radiator – Aluminum Griffin 4 core, 2 puller fans Spal. Excellent
- Manifold –Chevrolet intake and Jet hot coated Headers. Good.
- Trim – No trim all removed.
- Bumpers – Stainless Steel polished with turn signal built in. Excellent.
- Exterior Body –All original steel painted in Dupont Garnet Metallic. Good.
- Interior – White leather with stitch in 3 cherries in the seats and new door panels. V. Good.
- Wheels and tires: Coker Classic white 3-inch white wall, P195/75R15 in front and P235/75R16 in rear. The steel rims are Vintiques chrome wire spoke 8 x 15 with center chrome caps with V8 logo. Very good.