

1950 Ford F-1 1/2 Ton

2dr Pickup . 6-cyl. 226cid/95hp 1bbl

#1 Concours condition

\$56,900

▾ -21.3%

#2 Excellent condition

\$37,000

▾ -21.1%

#3 Good condition

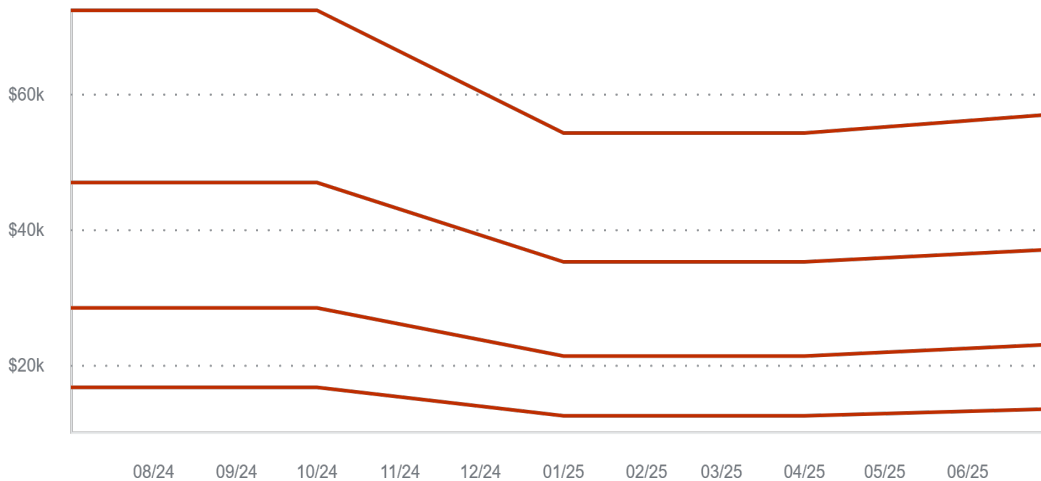
\$23,000*

▾ -19%

#4 Fair condition

\$13,500

▾ -19.2%



NOTE: The chart displays price changes for the last year.

Model description

Showroom rivals to the GM Advanced Design trucks, Ford's first all-new post-war vehicle (preceding the all-new 1949 Ford, Mercury, and Lincoln car lines) not only saw the start of future sales success, but also the start of an easily identifiable nameplate that has evolved into the F-series Ford uses today.

Unveiled in January of 1948, Ford's new postwar pickup line started off with the F-1 half-ton. Labels read F-2 for ¾-ton trucks, F-3 for 1 tons and so on. Numbering ran all the way up to F-8 for the biggest rigs. Promotional people didn't call these machines "Bonus Built" for nothing. Ford reportedly spent \$1 million to give buyers more truck for their money than ever before. Increasing driver and passenger friendliness was a main goal; the wider, taller "Million Dollar Cab" offered a "living-room" feel, and its improved seat delivered "easy chair comfort."

From 1948 through 1950, the F-Series trucks were all but cookie cutter identical, available either with a flathead V-8 or flathead inline six under the hood. The 1951 model year saw a restyle, focusing primarily on a new large bar grille, which became a styling theme for Ford throughout the rest of the decade in two subsequent platforms. Under the hood was a new overhead-valve inline six (beating every other Ford product to market with an overhead-valve engine design). That hood saw the only changes for 1952, with some mild trim shuffling and the OHV six beneath it increasing in displacement.

Nearly as popular as the Advanced Design, but coming in second-place in overall sales when new, the Ford F-1 had been under most enthusiasts' radar over the last few decades, playing second fiddle to the 1953-56 "Effies" for Ford fans. Not so of late, however, as more and more have been surfacing on the collector market, and owners have dedicated serious time and money to high-quality restorations.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Body styles

2dr Pickup

Engine types

6-cyl. 226cid/95hp 1bbl

8-cyl. 239cid/100hp 2bbl

1948-1952 Ford F-Series stats

| | | | |
|------------------|----------------|------------------|------------|
| Highest sale | Lowest sale | Most recent sale | Sales |
| \$220,000 | \$3,116 | \$28,350 | 907 |

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine 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.

#2. Excellent

#2 vehicles could win a local or regional show. They might even 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. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #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 fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.