



Phone: 905-317-7154

WWW.dpconsult.ca



1968 Chevrolet C10 Step Side Pick Up
Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car industry of Ontario.

The appraisal is provided to help the owner substantiating ACV ("Actual Cash Value") of the vehicle. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and or forwarded to a third party. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner. **NOTE: This Appraisal satisfies the minim requirement to determine resale value . All Values are stated in Canadian Dollars. All Values stated do not include applicable sales tax.**

Resale values are continually changing the values in this appraisal were determined from many different sources . The sources are listed from auction results, vehicles for sale at the time of the evaluation and company records.

Owners

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at WWW.dpconsult.ca

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Customers Name _____ **Address** _____ **City/Town** _____ **Province Ontario**

Country Canada **_ Phone** _____ **Postal code** _____ **Vehicle Year** _1968 **Vin Number** _____

Brand Chevrolet **Model** C10 **Body Style**_2 Door Pick Up **Body Colour** Yellow **Interior** Black_ **Mileage** 79,295 Miles_



Body Condition	Exle	Aver	Poor	Comments	Body Condition	Exle	Aver	Poor	Comments
Roof	x				Grill	X			
Rear deck lid	X				Hood	X			
Rear tail light	x				Body Condition	Exle	Aver	Poor	Comments
Left front Fender	x				Front light	x			
Left front door	x				Right front Fender	x			
Left rear door					Right front door	x			
Left rear quarter	x				Right rear door				
Left side Windows	x				Right rear quarter	x			
Rear window					Right side Windows	x			
Left Side tire wear	Front	100%		Rear 100%	Winshield	x			
Rear Bumper	x				Right Side tire wear	Front	100%		Rear 100 %
Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery	x				Engine Running	x			
Rear Upholstery	x				Engine Visual	x			
Carpeting	X				Transmit ion	x			
Dash	x				Clutch	x			
Interior panels	X				Exhaust	x			
					Steering	x			

Option List		Yes	No	Option List		Yes	No	Option List		Yes	No			
Power Steering	x			Power locks				Traction Control				AM/FM MP3	x	
Power Brakes	X			Power Trunk				Anti lock Brakes				Air Bags		
Leather Upholstery	x			Automatic transmit ion				Over Drive				A/C		
Bucket seats				Manual Transmit ion	x			Tilt Wheel				Convertible Top		
Power mirrors				Power seats				Cruise control				T/Top		
Power windows				Power doors				Alarm System				Sun Roof		
Aluminium Wheels	x			Running boards				Driving lights				AM/FM Stereo		
Traction control				Trailer tow package	x			Rear back up sensing				Sliding rearWindow	x	
Privacy Glass				4 wheel drive	x			Power Top				AM Radio		

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value						
3 Cyl		8 Cyl		Gas	x	Natural Gas		Excellent	X	Poor		Whole Sale		
4 Cyl		10 Cyl		Diesel		Dual Fuel		Above Average		Rough		Retail Aver		
6 Cyl	x	12 Cyl		Propane				Average						

Comments

See Next Pages For Details

Appraised By Daniel Sporbeck Business Number 120798590_ Signature _____
Date _____

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Bibliography and Reference Martial:

Auto Trader publication On line
Nada Appraisal Guide
VMR Appraisal Guide
Barrett Jackson Auction Results
Collector Car Trader On Line
RM Auction Results
Owners Records
GM Archives
Company Records
Hemmings CPI Appraisal
Kijiji Adds

Summary:

This is an appraisal for a 1968 Chevrolet C10 Regular Cab Short Box Step Side Pick up Truck . The first impression of this truck is excellent the truck shows well pride of owner ship is very evident. This car has undergone a complete body off restoration to bring it to its current condition. This vehicle is numbers matching but is period correct . The car shows very well .The car has had been repaint. I rate this car as a # 1.5 quality truck. A close to perfect original or a very well restored vehicle. Generally a body-off restoration, but a well done body-on restoration that has been fully detailed may qualify. The vehicle is stunning to look at and any flaws are trivial and not readily apparent. Everything works as new. All equipment is original, NOS, or excellent quality reproductions. Note: This is NOT a 100 point trailered show truck. Chevrolet began selling Chevrolet cars in November 1911, actually the 1912 model year, their new company was not part of General Motors. Formerly Billy was head of GM, a company he founded in 1908, but had been forced out by the company's bankers who considered him unfit to run an enterprise the size of GM. Durant started the Chevrolet Motor Company on November 3, 1911. His long term strategy was to long term strategy was to use Chevrolet to regain control of General Motors. He reasoned he could accomplish his goal by quickly growing the new company into a very successful and profitable enterprise. The profits generated thereby would be used to purchase GM stock until he had a controlling interest. His inspiration was Mr. Ford whose Model T had proven to be successful beyond anyone's wildest dreams. Billy figured he could take Ford on and win with a competing low priced auto. Chevrolet cars sold well enough and generated profits such that by 1916 he controlled 54.5 percent of GM stock. He walked into GM and declared himself president.

Summary Continues on the next page:

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Summary Continues:

The first Chevrolet trucks went on sale in 1918, the same year that the Chevrolet Motor Company became part of GM. Chevrolet's famous series 490 auto was also new in 1918. This model was designed to compete directly with Ford's Model T. The 490 designation was based on the price the car was to sell for which was also the amount a Model T had been selling for. Mr. Ford immediately lowered the price of a Model T after the Series 490 was announced. The first Chevrolet truck was the Model 490 Light Delivery. The half-ton rated 490 Light Delivery was a chassis cowl only based on the 490 auto. A chassis cowl included the chassis with engine, transmission and the front sheet metal which comprised the hood, front fenders, grille and headlights. Its instrument panel, steering wheel, foot pedals and shift lever were exactly the same as the cars. The customer was expected to provide his own cab and body. Cabs and bodies in those days were constructed of wood. Often times the buyer would build his own body, usually without a cab, but most truck buyers purchased bodies and cabs from an outside independent body company. The 490 was powered by a four cylinder overhead valve engine displacing 171 cubic inches. This engine which developed 21.7 SAE horsepower lasted through the 1928 model year. The 490's wheelbase was only 102 inches and it was rated for a maximum payload of 1,000 pounds. Its transmission was the same three-speed as used in the auto. Chevrolet was not bashful in advertising its selective gear shift transmission against Ford's foot pedal operated transmission. The windshield was an extra cost item. The 490 were equipped with 30x3 1/2 balloon tires front and rear. Its list price was \$595. Chevrolet's other new truck in 1918 was the Model T one-ton chassis cowl. It was a modified Model FA passenger car chassis, but it was beefed up a bit for commercial service. Its OHV four-cylinder engine displaced 224 cubic-inches and produced 21.7 net horsepower. It rode on a 125 inch wheelbase. Its list price was \$1125. The one-ton featured a worm drive rear end, a half floating rear axle, 31x4 front balloon tires and 32x4 solid rubber rears, eight leaf front springs and 12 leaf rear springs and was rated for a maximum GVW of 2000 pounds. The 490 Light Delivery and one-ton Model T remained in production through the 1922 model year. A 3/4 ton chassis cowl Model G was added in 1921 but it only lasted through 1922. The Light Delivery chassis and the one-ton trucks were renamed the Superior Series in 1922 (the same as Chevrolet Cars), this name lasted through the 1927 model year. The Series name was changed to Capitol for both trucks in 1927 which lasted through 1928 - the last year for the four cylinder era. It is interesting to note that for the one-ton model only a cab, stake body and panel body became available in 1927 only. Truck buyers could and did purchase and install aftermarket pickup bodies during this time. The cab returned for 1928 but the bodies didn't. No factory built pickups were built between 1918 and 1928, Chevrolet provided only the chassis and cowl.

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Summary Continues:

After their Chevrolet cars sold well enough and are able to generate profits, Billy able to purchase 54.7 percent of GM stocks and eventually became its head once again in 1916. In 1918, the first Chevy trucks were released in the market, the same year Chevrolet became an integral part of the GM after Billy assumed the presidency of the enterprise .The first Chevy truck was 490 Light Delivery chassis cowl. The chassis cowl included the chassis with engine, transmission, and the front sheet metal which holds the hood, front fenders, engine grilles, and headlights. The truck's wooden cab and pick-up type body were bought from an aftermarket manufacturer. Its other parts such as instrument panel, foot pedals, steering wheels, and shift lever are the exact replica as of the cars. It has a payload capacity of 1,000 pounds and has a retail price of \$595.The other truck of Chevrolet produced on the same year is the Model T one-ton chassis cowl. It was the customized Model FA passenger car chassis, although it was modified to fit commercial purposes. Its overhead valve four-cylinder engine displaced 224 cubic inches and generated 21.7 net horsepower. It has a payload capacity of 2,000 pounds and has a retail price of \$1,245.In 1929, Chevrolet introduced the overhead valve six-cylinder engine, setting a new standard for the light truck industry. Chevrolet engineers based the new standard to the truck's purpose which is to move the largest possible load in the shortest possible time at the lower possible cost. It eventually produced noticeable increase both in power and torque over the old four-cylinder and allowed Chevrolet trucks to move significant large loads than in the past. Chevrolet's International Light Delivery Chassis with Cowl used the new six-cylinder engine. It has a 107-inch wheelbase light delivery and was rated for a maximum payload of 1,000 pounds. It moves at a higher speed enabling salesmen and deliverymen to make more stops daily compared to the traditional four-cylinder engine .Chevrolet's Independence Series of 1931 marks the first year for a factory-manufactured Chevrolet pick-up and the 1.5-ton utility trucks were offered in two wheelbases-131 and 157 inches-either with single or dual rear wheels. The Confederate Series trucks of 1932 upgraded the basic automobile engine features. Torque were now rated 7 to 131 foot-pounds at 800 rpm. Other modifications which include the engine features and truck body were made. The 1941 Chevrolet Series AG Sedan Delivery and Coupe Pickup had car-sleek styling. The concept actually dated back to 1928 when the legendary Harley Earl first began designing Chevrolets. Learn about the 1941 Chevrolet Series AG trucks. The 1941 Chevrolet Series AK pickup was a tough truck with a smooth look. At the time it was the broadest commercial lineup in Chevy history, comprising two engines, three transmissions, five axle ratios, and nine wheelbases. Read about the 1941 Chevrolet Series AK pickup. Cosmetically, GM's 1947 Advance-Design trucks looked unlike anything built to that time. "Round and juicy" is the way retired GM design vice president Charles M. Jordan describes them. Check out the stylish load-haulers in this article. Throughout the years, Chevrolet engineers have made series of modifications and enhancement of Chevy trucks, especially on the 1960-1970's where the V8 engines are introduced. Chevrolet introduced the Corvair 95, C10, and other personalized pick-up trucks .

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Summary Continues :

The 1965 Chevrolet C10 Truck was built with durable components and iconic styling. Primarily used for hauling up to half a ton of material, this truck is now a popular choice for collectors and car r The original engine on the Chevy C10 was a 230 cubic-inch six cylinder, which could reach 165 horsepower. The forward shifting, three-gear manual transmission was nicknamed "three to the tree" because of it's characteristics. A transmission option for the 1965 C10 was overdrive, which allowed the gears to rev at a higher speed through shifting. Rear brakes were standard in this vehicle. The front suspension system featured coil springs. Today, this truck is often customized with more powerful engine and performance components to enhance acceleration and performance. Standard factory-installed features for the Chevy C10 included four-way flashing lights, self-canceling turn signals and tilt steering. Air conditioning and an AM radio were also standard for this truck. The dash was crafted from metal and featured knobs for a cigar lighter and glove box lock. The seats were bucket-style and the interior colors included black and tan. On the 1965 Chevy C10, the wheels were painted the same color as the truck's body. Wheels also featured dog-dish hubcaps and whitewall trim. Stainless steel bed rail and windshield trim added bits of flash to the exterior. Because of rust over time, the body is often partially or fully restored by C10 enthusiasts. Exterior factory colors included sky blue, cream and white. White bumpers and grille paint were standard, and are often modified with chrome parts. restorers. Whitewall tires and stainless steel trim added to the iconic look of this flat bed truck. 1967-1972 A much more modern truck graced showrooms for 1967 as a complete restyle took place. A clean, broad-shouldered look was the main theme, and both Fleet side and Step side body styles were again offered. A new Custom Sport model debuted, featuring bucket seats with a center console. Long-bed models no longer had a separate name; they were simply called long beds. 1968 brought side marker lights, a 307 V8 (which replaced the 283), a bit more chrome trim and a 50th anniversary edition that featured gold and white two-tone paint .A new grill with a wider horizontal centerpiece and a foot-operated parking brake which replaced the former hand brake) updated the pickup line for 1969. A trio of new V8s became available this year; a pair of 350s with either 300 or 350 horsepower and a 396 with 310 ponies but more torque than the smaller V8s. GMC introduced a Super Custom model with slightly upgraded interior and exterior trim .Changes for 1970 included a few new options such as a tilt steering wheel and a stereo with eight-track player. And, for the first time, the shiftless masses could operate the four-wheel-drive models thanks to the newly available three-speed automatic transmission .A new egg-crate grill graced the front of the 1971 pickups. New trim level names debuted, including the base Custom, the mid-level Custom Deluxe formerly the Custom and the Cheyenne formerly the Custom Sport Truck .Interior refinements, such as molded door panels and an optional Highlander seat trim, took place for 1972.were completely restyled for 1959 with a longer, lower and wider body on the basic GM B-body, which for the first time was used on all of General Motors' standard-sized cars from the lowest-priced Chevrolet to the most-expensive Cadillac. Styling highlights for the new models, promoted as the "Linear Look," included six-window styling on four-door pillared sedans, glassy semi-fastback rooflines on Holiday coupes and flat-blade rooflines with thin windshield and C-pillars on Holiday sedans which created a "fishbowl"-like effect. While many 1959 model cars featured bigger and sharper fins, Olds featured more subdued "oval" fins and far less chrome than the '58 model for a much cleaner look. 1958 Olds lineup came in Fifteen models, including a \$3,217.03 Holiday two-door hardtop there were 53,036 built. 1973-1980 General Motors completely revamped its full size pickups for 1973.

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Summary Continues :

Simple, bold lines accented with distinctive body side molding marked the exterior of the new trucks. All models had longer wheelbases, which now measured 117.5 inches for short-bed trucks (up from 115 inches) and 131.5 inches for long-bed models up from 127 inches. A four-door (Crew Cab) model was now available, built on a long 164.5-inch wheelbase. The redesigned interior featured a dash angled slightly toward the driver. A full-time four-wheel-drive system was available and ideal for those who lived in areas of the country prone to slippery driving conditions. Trim levels remained the same as before, and engine choices ranged from a 100-horsepower 250-cubic-inch inline six to a 240-horse 454 V8. Keep in mind that after 1971, horsepower figures were given as net (engine with accessories) versus gross (just the bare engine) figures. 1974 saw no changes. 1975 models were distinguished by a grill with larger internal rectangles along with a restyled tailgate. Trim levels were changed and now consisted of base Custom Deluxe why a base version was called *Deluxe* is a mystery, Scottsdale (with cloth seats and chrome exterior trim), Cheyenne with added insulation and exterior bright work and Silverado (with wood grain interior accents, carpeting and additional exterior accents including wheel-lip moldings). Corresponding GMC trim levels were, in ascending order, Sierra, Sierra Grande, High Sierra and Sierra Classic. Catalytic converters debuted on non-heavy-duty trucks to meet more stringent emissions standards, as did a high-energy ignition system. No significant changes occurred until 1977 when the one-ton truck became available in a four-wheel-drive version (K30). A few cosmetic changes and upgrades took place; the grill insert was changed from 32 small rectangles to 15 larger ones, and a Sport package became available and featured a black grill, multi-tone striping, color-keyed bumpers, rally wheels and white-lettered tires. 1978 marked the introduction of the 350-cubic-inch V8 diesel that was optional on the C10 two-wheel-drive pickup. Playing catch-up to the Sport package offered on the Chevy pickups the year before, GMC brought out a very similar package, called the Street Coupe. GMC also introduced a rather garish Desert Fox package (for four-wheel-drive trucks) that featured a front brush guard, a bed-mounted roll bar with lights, sporty wheels and a heavy-handed tape-striping job over most of the body. Not much happened in 1979 save for a slightly revised grill that looked identical to the year before except that the parking lights were now incorporated into the front grill/headlight façade. A more noticeable grill restyle took place for 1980 and featured square openings (instead of the previous rectangular slots) and, on Silverado models, square headlamps. A thermostatic cooling fan increased efficiency by running only when needed. 1981-1987 A nose job and a weight-loss program improved Chevy's 1981 pickups. New, more aerodynamic sheet metal from the windshield forward was grafted onto the truck. The new fenders flanked a restyled grill with square headlamps (on all models). Lighter materials helped reduce weight from 100 to 300 pounds, depending on the model. A revised interior featured a new instrument panel, seats and door trim. A new 305-cubic-inch V8 with Electronic Spark Control debuted. The spark control allowed higher compression and power output (160 horsepower) that was equal to or better than the available 350 V8s, with the advantage of better fuel economy. Still offered were the inline sixes 250 and 292 c.i. a couple of 350-cubic-inch V8s and the stout 454-cubic-inch V8. A new 6.2-liter (Chevrolet started using metric engine sizes at this point) diesel engine debuted in 1982.

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A much stronger and more reliable engine than the old 5.7-liter 350 c.i. version, the 6.2 was offered on the four-wheel-drive (K) pickups, as opposed to the 5.7, which was available only on two-wheel-drive (C) pickups. A four-speed automatic gearbox was a new option that promoted less engine wear and better highway fuel economy than the earlier three-speeds. The Cheyenne trim level was dropped, leaving the Custom Deluxe, Scottsdale and Silverado. Likewise, GMC dropped the High Sierra. Only sharp-eyed enthusiasts would be able to tell what changed for 1983: parking lights were relocated from the bumper to the bottom edge of the grill, which was now blacked out. Additional rust protection was provided by the use of anti-corrosion steel under the hood and at the front of the pickup box. 1984 saw more steps taken (such as galvanized inner door panels) to fend off rust. A revised grill design with a thicker horizontal divider marked the 1985 trucks. Of more significance was the newly standard on C/K 10 models), 4.3-liter "Vortec" V6 engine. Touted by Chevrolet as the most powerful standard engine ever offered in the company's base pickup, it boasted a healthy 155-horsepower rating. No changes for 1986 occurred aside from redesigned engine seals on all "V" type engines except the 7.4-liter 454 c.i. in old-fashioned terms V8. 1987 saw the debut of throttle-body fuel injection (TBI) for all V6 and V8 engines. As a result, the 5.0-liter 305 c.i. and 5.7-liter (350 c.i. V8s were more powerful, kicking out 170 and 210 horsepower, respectively. After decades of using the C and K nomenclature. Fourth generation 1988–1998/1999/2000 Fourth generation Chevrolet Silverado GMC Sierra Production 1988–2000. Introduced in April 1987 as 1988 models (known as the GMT400 platform), there were eight different versions of the C/K line for 1988: Fleet side Single Cab, Fleet side Extended Cab, Fleet side Crew Cab, and Step side Single Cab, each in either 2WD (C) or 4WD (K) drivelines. All C/K models would ride on independent front suspension. Three trim levels were available: Cheyenne, Scottsdale, and Silverado. Engines were a 160 hp (119 kW) 4.3 L V6, a 175 hp (130 kW) 5.0 L V8, a 210 hp (157 kW) 5.7 L V8 and a 6.2 L diesel V8. A 230 hp (172 kW) 7.4 L V8 was available in the 3/4-ton and one-ton trucks. 4x4 front suspension A drastic difference between the 3rd generation and 4 generation GM trucks was the suspension. 3rd Generation 4x4 trucks used solid front axles. The 4 generation GM trucks used independent front suspension. In 1989, a half ton 2WD fleetside Sport appearance package was available with black and red bumper and body trim, and a black grille with red outlined Chevrolet emblem, chrome wheels with custom center caps, and fog lights. The 89 was a limited production run set to determine how well the "sport" package would be received by consumers in the years to follow. The Sport package was more of a trim and towing package edition as well as a few engine enhancements that weren't on available on other Chevrolet trucks of the time. Also in '89, the 4x4 sport appearance package included black bumper and body trim, wheel flares, mirrors, sport grille, 16" cast aluminum wheels and special "4x4" badging on the box and "SPORT" badged on the tailgate. The box and tailgate decals were flanked by red outlined Chevy bowties. The sport package was only offered from 1989 until 1992 as some insurance companies began to express concerns with the idea of a high performance truck. RPO code was BYP. This model was only available with the standard cab and regular fleet-side box. Colors included white, black, and red. A Z71 off-road package was also available with skid plates and Bilstein shocks. The Work Truck (W/T) was also introduced in 1990, which featured a single cab long bed with Cheyenne trim and new grille with black bumpers. Also in 1988 the GMC 3500 EFI with a powerful 454 (7.4 L) was available. The 454 EFI produced 230 hp (172 kW) and 385 lb-ft (522 N-m). In 1991, the 4L80-E automatic transmission was available for the 3/4-ton and one-ton trucks.

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In 1995, the 4-speed manual transmission was dropped and the step side trucks were available with extended cabs. The 6.5 L diesel V8 was also made available with a turbocharger. In 1993, the Sport package was available for the step-side models, featuring body-colored bumpers, mirrors, and grille with cast aluminum wheels. The 700R4 transmission was replaced with the 4L60-E automatic in 1993 also. In 1996, the 6.2 L diesel V8 was dropped. 1994 saw new grills on both the Chevrolet and GMC trucks. In 1995, the trucks received an updated audio system and interior (including full instrumentation with tachometer standard). Four wheel ABS brakes were standard in 1995 as well as a driver's side airbag on the 1/2 ton models. The Vortec V8s were introduced in 1996, with power boosts across the board for the gasoline engines. The Vortec V8's made between 255 to 290 horsepower, thanks to high-flow cylinder heads, new camshaft, roller valve lifters and a higher compression ratio. Speed sensitive steering was introduced on the trucks in 1997 along with a passenger side airbag. 1998 saw a revision to the steering wheel and airbag system and also the addition of the PASSLOCK II anti-theft system. Chevy revised its trucks' designations, changing the two-wheel-drive truck's "C" to an "R" and the four-wheel-drive truck's "K" to a "V." A long-awaited redesign of GM's full size pickups took place for 1988. The short-lived "R" and "V" prefixes (except on the Crew Cab, which used these letters until 1992).

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1968 Chevrolet C10 Production Information

Production Numbers:

1/2-Ton Commercial - Model C/Series 10 - 115-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE10703	Chassis & Cab	2320	3048	2735
CE10734	Fleetside 6.5ft	2468	3467	46483
CE10704	Step-Side 6.5ft	2430	3389	46322

1/2-Ton Commercial - Model C/Series 10 - 127-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE10902	Chassis & Cowl	-	-	14
CE10903	Chassis & Cab	2358	3136	1197
CE10934	Fleetside 8ft	2506	3572	204286
CE10904	Step-Side 8ft	2468	3477	18632
CE10905	Panel	2839	3641	4801
CE10906	Suburban	3081	3809	11004

1/2-Ton Commercial 4x4 - Model K/Series 10 - 115-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
KE10703	Chassis & Cab	2874	3435	43
KE10734	Fleetside 6.5ft	3022	3851	1449
KE10704	Step-Side 6.5ft	2985	3771	1706

1/2-Ton Commercial 4x4 - Model K/Series 10 - 127-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
KE10903	Chassis & Cab	2911	3512	41
KE10934	Fleetside 8ft	3060	4024	-
KE10904	Step-Side 8ft	3022	3916	552
KE10905	Panel	3393	4123	59
KE10906	Suburban	3667	4212	4259

3/4-Ton Commercial - Model C/Series 20 - 127-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE20902	Chassis & Cowl	-	12	
CE20903	Chassis & Cab	2499	3458	6636
CE20934	Fleetside 8ft	2547	3960	60646
CS20904	Step-Side 8ft	2610	3865	7666
CE20909	Stake 8ft	2702	4085	1103
CE20905	Panel	2981	4035	1572
CE20906	Suburban	3264	4217	1573

3/4-Ton Commercial 4x4 - Model C/Series 20 - 127-in. w.b

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
KE10903	Chassis & Cab	3054	3590	498
KE10934	Fleetside 8ft	3201	4030	4705
KE10904	Step-Side 8ft	3163	3940	1047
KE10905	Panel	3534	4111	68
KE10906	Suburban	3611	4215	299

Long-Horn Pickup - Model C/Series 20 - 133-in. w.b.

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE21034	Pickup 8.5ft	2711	4084	1902

1-Ton Commercial - Model C/Series 30 - 133-in. w.b.

MODEL	BODY TYPE	PRICE	WEIGHT	PROD.TOTAL
CE31003	Chassis & Cab	2657	3665	11948
CE31034	FleetSide 8.5ft	2852	4158	213
CE31004	Step-Side 9ft	2791	4104	2836
CE30909	Stake	2971	4499	3272

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Paint:

The paint is not original to the Truck . The truck is currently painted Yellow .The paint is in excellent it shows no signs of age. The paint was completed during the restoration in 2019 years ago. There are minor scratches and blemishes on the paint surface but they are hardly noticeable.

Wheels:

After Market Aluminum wheels in excellent condition.

Tires

After market tires P315 / 75 / 16 100% tread left on the tires .

Transmission:

Manual transmission 4 speed transmission. The transmission is thought to be numbers matching to this truck . The transmission is thought to have been rebuilt to factory specifications in good working condition .

Glass:

Side windows are all original glass and in excellent condition. The Windshield is new after market replacement. The rear window is also a sliding rear window after market replacement in excellent condition.

Radio:

After Market Am /FM MP3 GM reproduction Stereo with an amplifier and speaker in good working condition

Chrome:

The mouldings and trim are a combination between original and after market replacement in excellent condition . As well as the bumpers are in like new condition.

Exhaust:

Exhaust is an after market OEM replacement in good condition .

Appraised By Daniel Sporbeck
Business Number 120798590

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Body:

The Body of this Truck is not all original most of the factory decals are still present. The body was stripped and all repairs made. The body on this truck is straight and solid. All of the trim tags and vin tag are still intact as well as all other badges. The undercarriage is also in excellent condition with no damage or rust present with a great deal of attention to detail. The bumpers in excellent condition all of the mouldings are in excellent condition. The box wood floors have been replace with chrome filler stripes .

Engine:

This particular car is powered by a 292 inch straight 6 2bbl -. The engine is Thought to be original numbers matching to this truck . The engine has been rebuilt back to stock. The engine runs well with there are no sign of oil leaks or other defects with no smoke from the exhaust . The Radiator and all the hoses have also been replaced with original OEM parts.

Interior:

The Interior is black in colour. The Seats original bucket seats they have been reupholstered in new condition with no rips or tears. All gauges are working an in tack. The dash pad head liner are original and the door Panels carpet are new all in excellent condition ..

Mechanical:

Mechanically this truck is in excellent condition the engine runs perfectly. All brake have been replaced including master cylinder and booster are in excellent condition The Front and rear suspension are in excellent condition and replace parts are with original OEM .

Value

Appraised By *Daniel Sporbeck*
Business Number 120798590

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Interior



Interior



Interior



Trim tag



Vin Tag



Current ownership



Odometer Reading





Engine Bay



Undercarriage