

Report Certification

All facts and data in this report are true and accurate to the best of Hunter's Classic Appraisals knowledge.

Hunter's Classic Appraisals herein have no present or future interest in the property being appraised nor any personal interest or bias with respect to the parties involved.

Hunter's Classic Appraisals has made a personal visual inspection of the property of:

Name: Mr. John Doerksen

Address: PO Box 1877 La Crete AB T0H 2H0

Description: 1980 Chevrolet Silverado C10 Regular Cab Long Box 4X2 CC10903

VIN: CCL14A1119441

Appraised Fair Market Value: \$ 69,500.00 CAD

Appraiser: Don Hunter

Date: September 15, 2022



1980 Chevrolet Silverado C10

Regular Cab Long Box 4X2

CC10903

Mr. John Doerksen



Hunter's Classic Appraisals

Grande Prairie, AB
780-933-4452

Why Do You Need An Auto Appraisal?

Insurance rates are based on the value of your car. The value of your daily driven car is determined by its age primarily and its condition secondly. If your car is only five years old or less this generally presents no problem claims are paid for accidents theft, vandalism and fire on the basis of the age of the car and claim payments are usually fair to all concerned but when your car is unusual in some respect, rates for insurance and claims of fair market value may be difficult to settle.

Get an appraisal if any of the following are true:

1. Your agent or insurance representative advises that you do so
2. Your car is over five years old and you know it is in good to excellent condition for its age.
3. Your car is over 10 years old and you think it is in good condition
Your Car is:
 - (a) A street rod
 - (b) Over five years old and a very rare model
 - (c) A street machine
 - (d) A custom car or truck
 - (e) A kit car
 - (f) An antique car
 - (g) A special interest vehicle
 - (h) A partially finished restoration or special auto

Your agent or insurance representative will likely advise you to get an appraisal if your auto falls into one of these categories. He knows you will have trouble with a claim if you do not. He will not likely be able to do this for you even though he may realize your car needs a special appraisal. He usually will not have the experience to accurately assess its value. For instance, in the case of a street rod very few insurance company personnel or insurance agents would realize that a three-window coupe is worth more than a four-door sedan.

The actual value placed on the car at appraisal time should reflect its value for insurance purposes. If you are in the process of building a car it is a good idea to have insurance and to have it appraised before it is completely finished and reassessed at its completion. The reason for this is simple. Your garage could burn, the car could be stolen or vandals could damage the project before it is finished. Your appraisal will be the essential necessity for a quick insurance settlement.

Below are factors which are considered by your independent appraiser in reaching the appraised value. No one of these factors is sufficient alone to establish the amount.

They are as follows:

1. Age, make and model
2. Workmanship

3. Original condition of body, etc
4. Cost of construction
5. Initial purchase price
6. Maintenance
7. Number of years on road at current rebuilding
8. Any current body rust or damage ie. current condition
9. Accessories
10. Desirability
11. Current selling price of particular model

The price finally arrived upon may not be what you feel you have invested in your project or it may be more than what you have invested. This is because all of the above factors are important and they all must be considered by an appraiser who keeps up with all the recent changes in current values etc. over the years. In addition, the price may not reflect what you feel is a good selling price for your car either, but remember the appraisal is for insurance purposes mainly. It is a protection for you in case of accident, fire, theft, or vandalism and it is to help you settle claims in the event of such tragedy.

Keep this in mind as well. Don't expect an appraiser to appraise your car above its true value at your insistence. The appraiser should not be asked to risk his reputation for accuracy. His appraisals will not be requested or useful if he is in the practice of doing this. Here is another reason why this is a fruitless effort. No insurance company will pay an inflated value. If the insurance company suspects a car's appraised value is too high, they will call in other expert appraisers for opinions at claim time. You will only receive what the car is worth anyway and you will have paid rates for a much higher insured value for nothing.

An appraiser should take the time to look your car over carefully and give you information concerning its condition. A photo or photos are usually taken for your insurance company to help substantiate your desire to insure your car at its appraised value. The appraiser should listen to what you have to say about the time it took you to build it and the expenses you incurred. This is important information. Show him invoices if you have them and pictures if available. Be co-operative and answer any questions he asks. This information will help him to arrive at his decision.

Remember an appraisal is to protect all concerned and to help you settle claims quickly and without the inconvenience of court dates and without the expense of court costs and after-accident appraisals. After accident appraisals are more expensive and not as accurate. Getting an appraisal before it is needed is really worth your time and money in the long run. Ask someone who has been there!

Don Hunter

Conditions and Limitations

The opinions and statements contained herein reflect our professional judgement based on the facts and conditions available to us on the date of this appraisal.

This report is to be used solely for financial and insurance purposes. This report may not be distributed to other parties and is not intended for use by other parties.

This report in no way represents any form of a mechanical inspection and Hunter's Classic Appraisals shall bear no liability towards the mechanical soundness of the said vehicle.

The cost of the appraisal in no way reflects the value of the vehicle.

Parties reading this information are made aware that the information contained herein is made to the best of our knowledge, based on the information provided to us by the client. Hunters Classic Appraisals shall bear no liability as to correctness, errors, or omissions.

Appraisal Notice to Owner

Hunter's Classic Appraisals recommends that this report be updated when further repairs or restoration is performed. Due to market changes, we recommend that this report be updated every two years to ensure that the value attached to your vehicle stays current.

Please ensure that you have an SEF 19A Endorsement added to your insurance policy. Without SEF 19A, in a total loss situation, you may not be entitled to the total appraised value of your vehicle.

Report Summary

We acknowledge that we have carefully examined the following vehicle and have attached our report herein.

Method of Valuation

The method of valuation has been determined using comparable(s) and our combined experiences in the automobile and classic car industry.

Purpose

The purpose of this report is to determine the current market value for financial purposes or to assist the insurer and insured when seeking insurance coverage.

Year: 1980

Make: Chevrolet

Model: Silverado C10 CC10903

Style: Regular Cab Long Box 4X2

VIN: CCL14A1119441

Odometer Reading: 62,120 Kms Showing

Body Color: Legendary Red Metallic Custom

Additional Information:

Cruise Control: No

Power Locks: No

Air Conditioning: Yes

Tilt Wheel: Yes

Power Windows: No

Electrical System: New

Sound System: Custom AM/FM Clarion

Is the Vehicle primarily used in Parades and Shows? Yes

Is the Vehicle taken out of Province or Country for shows, Parades or for Pleasure? TBD

If taken out how is the vehicle transported? Enclosed Hauler

Is the vehicle Street Legal? Yes

Is the vehicle ever used to drive to and from work? No

Estimated annual mileage driven: Less than 500 Kms per Year

Is the vehicle used for racing at any time? No

Additional Information: See GM Break Down

Engine: Professionally Restored 350V8

Transmission: Professionally Restored THM350C Three-Speed Automatic

Tires: (front): BF Goodrich P245/60R15

(rear): BF Goodrich P295/50R15

Wheels: American Racing Torque Thrust II Polished Chrome

VIN: CCL14A1119441

VIN

Code	Description
C	CHEVROLET
C	CONVENTIONAL CAB 106" INCLUDING BLAZER, JIMMY AND SUBURBAN
L	DISPL - 5.7L CARB - 4BBL DIV - C,T PRODUCER - C
1	1/2 TON
4	CAB & PICK UP BOX OR VAN WITH HI-CUBE BOX
A	1980 MODEL YEAR
1	OSHAWA ONT
119441	SERIAL NUMBER

VIN: CCL14A1119441

RPO

Code	Description
03U	
12D	TRIM COMBINATION CLOTH, GRAPHITE
12I	INTERIOR TRIM GRAPHITE
12L	EXTERIOR COLOR,SECONDARY,SILVER METALLIC <i>FRONT WHITE</i>
A01	WINDOW,TINTED GLASS(ALL WINDOWS)
A28	WINDOW,SLIDING GLASS,REAR WINDOW
A52	SEAT,FRONT BENCH,3-PASSENGER
AN1	SEAT,REAR BENCH,FOLDING
AQ1	
B30	CARPET,FLOOR AND WHEELHOUSE
B96	ORNAMENTATION,EXTERIOR,WHEEL OPENING MOLDING(BRIGHT)
BB5	ORNAMENTATION,INTERIOR,HEADLINER
BC3	ORNAMENTATION,INTERIOR,INSTRUMENT PANEL(DELUXE)
BS4	
BX6	ORNAMENTATION,EXTERIOR,MOLDING & APPLIQUE(BACK OF CAB)
C5C	
C60	AIR CONDITIONER,FRONT,MANUAL CONTROLS
C91	

Code	Description
D1J	
D34	MIRROR,INSIDE,SUNSHADE
D45	MIRROR,OUTSIDE,BELOW EYELINE(STAINLESS STEEL)
E5Z	
E63	BODY EQUIPMENT,FLEETSIDE PICKUP BOX
E6E	
E9Z	
F51	ABSORBER,HEAVY DUTY SHOCK
F60	SPRING,HEAVY DUTY,FRONT
G50	SPRING,HEAVY DUTY REAR
G87	GEAR,RING 8.50 INCH
GM8	AXLE,REAR,2.56 RATIO
GQ1	
J50	BRAKE SYSTEM,VACUUM POWER
JB3	BRAKE SYSTEM,VACUUM POWER DISC,DRUM
K05	HEATER,ENGINE BLOCK
K77	GENERATOR,55 AMPERE
LS9	ENGINE,350 C.I.D.(350L),V8
MV4	TRANSMISSION,AUTOMATIC 3-SPEED(THM350C)
MX1	
N31	STEERING WHEEL(CUSTOM)
N33	STEERING COLUMN,TILT TYPE

Code	Description
N41	STEERING, HYDRAULIC(VARIABLE RATIO)
NA5	EMISSION SYSTEM, FEDERAL REQUIREMENTS
NL2	FUEL TANK, AUXILIARY
P13	CARRIER, SPARE TIRE SIDE MOUNT
P51	
PA6	WHEEL, STYLED(PAINTED)
T44	LOCK, INTERIOR, HOOD OPERATED
U37	LIGHTER, CIGARETTE
U76	ANTENNA, WINDSHIELD
UM2	RATIO, AM/FM STEREO, PUSHBUTTON, TAPE
UN9	RADIO SUPPRESSION EQUIPMENT
UP8	RADIO, PROVISIONS FOR STEREO INSTRUMENTATION
V22	GRILLE, RADIATOR(CHROME)
V31	GUARDS, FRONT BUMPER(CHROME)
V46	BUMPER, FRONT(CHROME)
W84	
XKG	
YA8	
YE9	
YG1	MOLDING, BODY SIDE UPPER AND LOWER WHEEL OPENING(PAINTED)
YKG	
Z49	MANDATORY CANADIAN BASE EQUIPMENT MODIFICATIONS(CANADIAN)

Code	Description
Z53	GAGE PACKAGE(VOLTMETER,OIL PRESSURE,TEMPERATURE)
ZKG	
ZN3	
ZY1	

Condition Guide

Condition Definitions

#1 Condition (Excellent)

These are what are affectionately referred to as "trailer queens." They're not driven and are transported via trailer from show to show to accumulate trophies. These can also be museum pieces. They are either a "body-off" restoration, or an untouched, factory original that is very close to perfect. All components are either original or appear as new and are fully operational. This car is a top show winner and is not driven but transported to shows by trailer. The vehicle is completely detailed, including the engine compartment, interior trim, wiring, suspension, paint, and frame. Ideally, this vehicle has been judged with other vehicles in its class and achieved the highest point ratings. We won't post any photographs for this class of vehicle. Simply put, they have to be perfect. If there's one spec of rust, one dent or ding, one leaky hose, then you're not looking at a number 1 condition car.

#2 Condition (Very Good)

This car is well restored with an eye for detail, or is a well preserved original, possibly with such low mileage that it remains in showroom condition. The interior and exterior show well, and it runs and rides smoothly. This class is a slight grade below Class One. A Class Two has not been detailed to the extent that a Class One has been. It is considered "cherry" or "mint". This vehicle might appear as a Class One until judged against one. It would not qualify as a 95 or better "point" vehicle. Although a Class Two might be driven sparingly it should show no signs of being driven. (Clean underneath, absolutely no rust anywhere.)

#3 Condition (Good)

This is a functional, drivable vehicle in good overall condition needing no, or only minor, work. Most vehicles at car shows reflect this condition. This car is what is termed a "10-footer". From 10 feet, it may look very good. Close inspection, however, would reveal some imperfections in the paint (faded paint, tiny nicks, swirls from buffing, but not much of this), worn interior trim, dirty undercarriage, or dirty engine compartment. You may even see some early evidence that surface rust is beginning in the body panels or on the underside of the car (but not much.) This car is completely operational and could be termed an "older restoration". It is driven often, runs great, and is enjoyed by its owner. The undercarriage may display limited amounts of surface rust and may need detailing. Chrome and trim may be less than show quality.

#4 Condition (Fair)

This type of car is a fun "driver" with a solid frame and is structurally sound. This car is in need of considerable work. It needs work in and out. Cosmetics, body, and mechanical components may need work. It is not a serious collector candidate, though a restoration could result in a higher condition class. Soft floors, isolated areas where rust has eaten through (but not structural), excessive use of Bondo, lots of pitted chrome, glass repairs are symptoms of this condition. Badly soiled headliners, badly

soiled and ripped upholstery, and rusted-out trunks are also signs.

#5 Condition (Poor)

This type of car needs complete restoration and may not even be able to be driven. The exterior body panels have significant areas of rust-through. The floor and structural components may not be intact. Many may decide to make a car like this their first attempt at a restoration.

#6 Condition (Parts Car)

This type of car is good for parts only. These are the rusted hulks that populate the nearest junkyard, their weathered steel bones often being the only thing left to remind us what they once were.

Item Condition

The condition of the exterior body panels or trim pieces, interior panels, trim, or upholstery for defects or wear.

Exterior Condition Evaluation

	Item Condition
Front Valence	-
Front Bumper	1
Front Bumper Guards	-
Front Grill Custom	1
Grill Trim	1
Hood	1
Hood Trim	1
Passenger Front Fender	1
Passenger Fender Trim	1
Passenger Front Door	1
Passenger Door Trim	1

Passenger Door Sill	1
Passenger Door Sill Trim	1
Passenger Rear Door	-
Passenger Rear Door Trim	-
Passenger Rear Door Sill	-
Passenger Rear Quarter Panel	1
Passenger Rear Quarter Trim	1
Rear Bumper	1
Rear Valence	-
Rocker Panels	1
Tail Gate/Trunk	1
Inside Cargo Area	1
Driver Front Fender	1
Driver Fender Trim	1
Driver Front Door	1
Driver Door Trim	1
Driver Door Sill	1
Driver Door Sill Trim	1
Driver Rear Door	-
Driver Rear Door Sill	-
Driver Rear Door Trim	-
Driver Rear Quarter Panel	1
Driver Rear Quarter Trim	1
Exterior Mirrors	1
Paint Overall Appearance	1

Interior Condition Evaluation

	Item Condition
Driver Front Door	1
Driver Front Door Arm Rest	1
Driver Rear Door	-
Driver Quarter Arm Rest	-
Driver Interior Quarter	1

Passenger Front Door	1
Passenger Front Door Arm Rest	1
Passenger Rear Door	-
Passenger Quarter Arm Rest	-
Passenger Interior Quarter	1
Centre Console	-
Driver Front Seat	-
Passenger Front Seat	-
Bench Seat	1
Gauges	1
Dash	1
Steering Wheel	1
Steering Column	1
Headliner	1
Sunroof	-
Sun Visors	1
Mirrors	1
Windshield	1
Side Glass	1
Rear Glass	1
Carpet	1
Attention To Detail	1
Wheels/Rims	1
Tires	1
Weather Stripping	1
Exterior Appearance	1
Attention to Detail	1
Engine Paint	1
Engine Bay Paint	1

Summary

Research Performed (comparable): Internet, Vehicles for sale, Trade Publications, Auctions, and Classic Car Guides, Detailed Receipts, Confirmation of Build

Base Retail Price (if known) \$5,590.00 USD

Vehicle Usage: Pleasure

Vehicle Storage: Garage



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Appraiser: Don Hunter

Date: September 15, 2022



Appraiser

Don Hunter has been in the automobile industry for over 38 years. This includes all aspects of a Dealership, from fixed operations, retail sales and wholesale sales both new and used. With 16 years as a top-level Fleet and Lease Manager, Sales Manager and as a General Sales Manager of a local franchised car dealership. Don utilizes Fleet Companies and Custom Builders both in Canada and in the United States.

While spending 13 years on the West Coast of Canada, Don has been the top Imperial Oil Agent in the Province of British Columbia winning top service awards which included operations with service bays, automatic car washes, Tim Horton's offering, self and full serve service sites. Kit Car building of various models and manufactures within those 13 years was performed as well. Don has had the opportunity to visit numerous auctions and car shows across North America. This includes several auctions attendances: online and in person.

Don's passion with collectable cars started with a 1971 Chevelle SS 402 big block convertible back in 2002. Motorcycles have also entered his past time since 2007. Don has toured through most of western part of North America meeting many custom bike builders and visiting many branded motorcycle businesses. Don is Licenced with AMVIC and a standing ACCREDITED member of SVAI.

Hunter's Classic Appraisals provides appraisal services to banks, insurance agents and private clients for the purpose of insurance coverage, estate matters, domestic settlements, and financing purposes.

Thank you for allowing us to be of assistance to you and we look forward to the opportunity of working with you in the future.

Yours truly **Don Hunter**



1980 Chevrolet C10 Custom

Chevrolet's first attempt to enter the competitive auto industry was with the 1913 Classic Six, priced at a hefty \$2,500. Also known as the Series C, the first vehicle created by Chevrolet was too expensive for most Americans at the time. If you account for inflation, \$2,500 in 1913 would be equivalent to around \$63,000 today. So not only could most people not afford this price point, but there was a lot of competition from other more luxurious automakers. So, while Chevy's first endeavor did not take off as expected, it led to the production of less-expensive models, which is where Chevrolet begins to see an increase in sales. To compete with the wildly popular Ford Model T, Chevrolet decided to produce a lower-priced vehicle, the 1915 Chevy Model 490. Costing only \$490, roughly the same price as the Ford Model T, the Model 490 had sales of nearly 58,000 by 1917.

By 1918, the first Chevrolet truck was available for purchase, spurring the beginning of Chevy Truck History. The 1918 Chevy Model 490 competed with Ford's first truck, the 1917 Ford Model TT. Considered a light delivery vehicle with a half-ton rating, the 1918 Series 490 was sold as a chassis only, meaning the truck cab and body had to be installed by the customer. Sold alongside the light-duty truck was the 1918 Chevrolet Model T, a one-ton rated truck. Described as Chevrolet's first purpose-built truck, the 1918 Chevrolet One-Ton had a 224-cubic inch OHV 4-cylinder engine with thirty-six horsepower. Available as a chassis only or with an express body, the 1918 Model T was rated

for a maximum payload of 2,000 pounds. Both the Series 490 and Model T truck were produced until 1922. The light-delivery truck and the heavy-duty one-ton truck were re-designated as the Superior Series in 1922. In 1927, the name changed once again to Capitol, which only lasted one year. For all these trucks, Chevrolet only provided the chassis and cowl. The first factory-built Chevrolet truck was not produced.

From the Stovebolt era, the post-depression/World War II period, The Advance Design trucks, The Task-Force Generation and finally into the Evolution of the C/K series trucks, GM with Chevrolet being and even remaining today the largest entity within General Motors.

The beginning of the 1960's The Chevy trucks were coined the Action Line trucks and then the Glamour trucks. By 1973 the "Rounded-Line" generation or box-body. Even the term "Square-Body" started to circulate with the third release of the C/K series saw another redesign of the body. Considered by many to be the first modern heavy-duty pickup, the 1973 Chevy C30 One Ton Dually was the first dual rear wheel truck in the industry to have an available Crew Cab, with seating for up to six people. Under the hood was a 350-cubic inch V8 engine that had 155 horsepower and 255 lb.-ft. of torque. Chevrolet began to offer the Silverado luxury trim edition in 1975. While the fourth generation began in 1988, Chevy moved to a different naming structure for the C/K trucks. As such, the end of the Chevy C10 era ended in 1987. The C10 is an important aspect of Chevy truck history since it leads to the eventual replacement of the C/K line with the

Silverado, which will become one of the best-selling trucks in America.

Classic trucks only continue to grow in popularity, and the third-generation Chevrolet and GMC C/K trucks are no exception. The slang name is "square-body," and there are a lot of good reasons to buy a 1973 to 1987 Chevy C10 or GMC truck. The number-one reason being 1973 to 1987 Chevy C10 trucks were produced for 15 years, the longest production run in comparison to the 1960 to 1966 C10 at 6 years of production and 5 years of production for the 1967 to 1972 Chevy C10 truck. The Chevy C10's 15-year production span from 1973 to 1987 left ten million good used trucks in the world with a lot of great OEM and aftermarket parts to service, restore, or customize. Formally dubbed the "Rounded-Line" generation, this was one of the longest-running generations of pickups produced by Chevy. Since they were in production for a 15-year period, they are less rare than other classic Chevy trucks, such as the 1967-1972 Action Line or "Glamour Pickups" which were only available for a few short years. Because they are easily accessible and affordable, restoring box body Chevys has become popular in the decades since their initial release. For 1983 and 1984, the square-body Chevy featured a two-level grille, and the turn signals changed locations from the bumper to behind the grille. In addition to the grille change, there were a few updates to the trim on both the interior and exterior.

This truck was originally purchased new on November 12, 1979. The current owner is the second owner of this fully restored C10 just over years ago.

The truck was fully disassembled right down to the bare frame, sandblasted, and removed all rust imperfections. All components of this truck complete have been treated for maximum preservation with current technology not available back on the day the truck was first produced. The frame assembly has been treated with a black Endura coating with all new body mounts and bushings. The full front power steering assembly, full suspension on all four corners of this truck and power brake system is new. The complete rear axle assemblies, rear driveshaft with new spider gears, transmission mount brackets, and engine mounts are new too. The fuel lines, fuel tank, fuel pump, and the carburetor are as new to this custom build. A completely new custom-fitted true dual Magna flow exhaust system is in place with complete ceramic-coated headers.

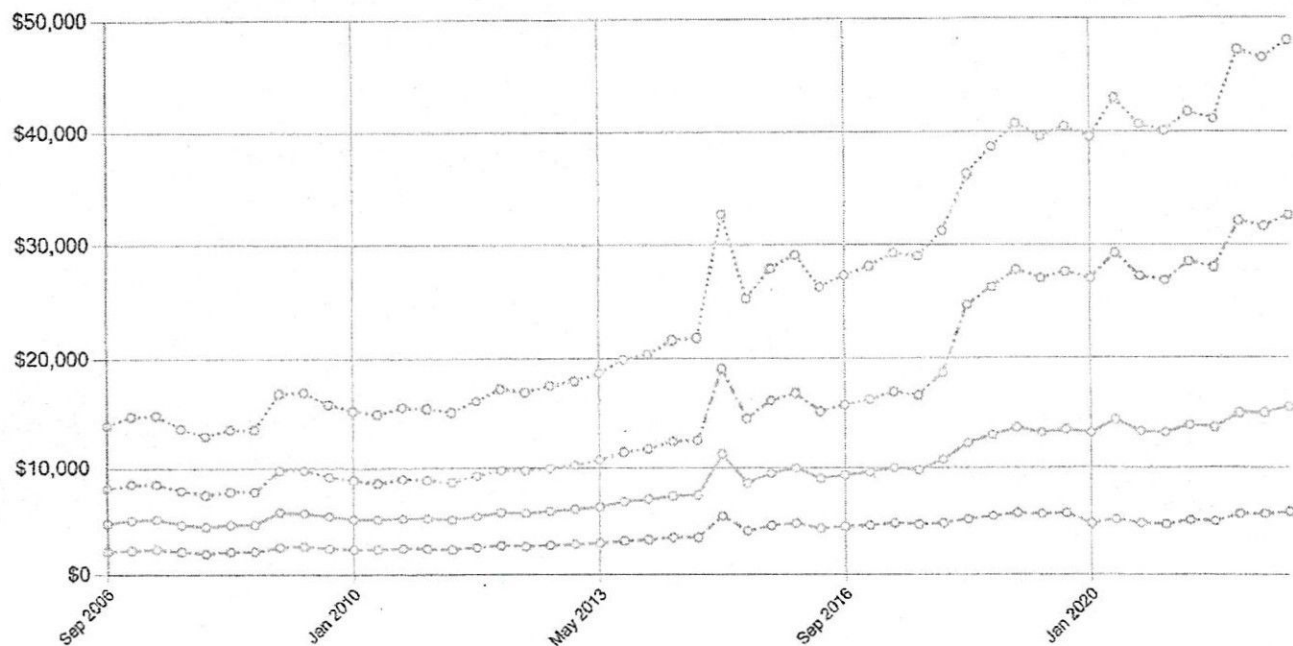
The Legendary Red metallic exterior custom paint finish has been professionally applied to the fully rust-free sheet metal body paneling system of this Classic. The gaps between each panel and alignment to allow superior body line flow is remarkable. All rubber seals from the engine bay area, all window panels, and both door panels are new. The chrome accent trim is outstanding with a custom chrome steel front grille replacing the plastic factory original. The exterior badge identification has been removed throughout the truck for a much more smooth, cleaner presentation. All window panels are tinted. The rear tailgate has the brushed aluminum classic Chevrolet panel. The inside of the truck's box is unblemished and is better than the showroom's condition.

The engine bay is a work of art complementing the exterior assembly in every way. The engine is the original and professionally rebuilt new. This also coincides with the truck's transmission. All belts, hoses, and clamps are new. Performance items by Edelbrock is present along with an engine dress kit to the chrome valve covers and air cleaner. Diligence is extremely high in all aspects of this engine bay including the full cooling system. The full engine bay paint work is consistent with the exterior finish.

Opening the driver's door reveals the fully updated interior from the actual flawless door panels, dash panel, full instrumentation, custom bench seat, headliner, and new vinyl floor. A custom stereo system has been installed.

The truck is stored in a secure and controlled environment.

CURRENT & HISTORICAL VALUES



All dollar amounts listed by condition and as an average are in Canadian dollars, and exclude any applicable provincial taxes.

#1 Concours \$48,100

Condition #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 Excellent \$32,700

#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 Good \$15,600

#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 Fair \$5,900

#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.

CURRENT & HISTORICAL VALUES

Date	Fair	Good	Excellent	Concours	Notes/Buzz
Jul 2022	\$5,900	\$15,600	\$32,700	\$48,100	
Apr 2022	\$5,700	\$15,100	\$31,700	\$46,600	
Jan 2022	\$5,700	\$15,100	\$32,200	\$47,300	
Sep 2021	\$5,000	\$13,800	\$28,000	\$41,200	
May 2021	\$5,100	\$14,000	\$28,500	\$41,800	
Jan 2021	\$4,700	\$13,300	\$26,800	\$40,100	
Sep 2020	\$4,800	\$13,400	\$27,200	\$40,700	
May 2020	\$5,200	\$14,500	\$29,300	\$43,000	
Jan 2020	\$4,800	\$13,300	\$27,000	\$39,600	
Sep 2019	\$5,800	\$13,600	\$27,600	\$40,500	
May 2019	\$5,700	\$13,300	\$27,000	\$39,600	
Jan 2019	\$5,800	\$13,800	\$27,800	\$40,800	
Sep 2018	\$5,500	\$13,100	\$26,200	\$38,700	
May 2018	\$5,200	\$12,300	\$24,600	\$36,300	
Jan 2018	\$4,800	\$10,800	\$18,700	\$31,300	
Sep 2017	\$4,700	\$9,800	\$16,700	\$29,000	
May 2017	\$4,800	\$10,000	\$17,000	\$29,300	
Jan 2017	\$4,600	\$9,600	\$16,300	\$28,100	
Sep 2016	\$4,500	\$9,300	\$15,800	\$27,300	
May 2016	\$4,300	\$9,000	\$15,200	\$26,200	
Jan 2016	\$4,800	\$10,000	\$16,900	\$29,100	
Sep 2015	\$4,600	\$9,500	\$16,200	\$27,900	
May 2015	\$4,100	\$8,600	\$14,600	\$25,200	
Jan 2015	\$5,500	\$11,300	\$19,100	\$32,800	
Sep 2014	\$3,500	\$7,500	\$12,600	\$21,800	
May 2014	\$3,500	\$7,400	\$12,500	\$21,600	
Jan 2014	\$3,300	\$7,100	\$11,800	\$20,400	
Sep 2013	\$3,200	\$6,900	\$11,500	\$19,900	
May 2013	\$3,000	\$6,400	\$10,800	\$18,700	
Jan 2013	\$2,900	\$6,200	\$10,300	\$18,000	
Sep 2012	\$2,800	\$6,000	\$10,000	\$17,600	
May 2012	\$2,700	\$5,800	\$9,800	\$17,000	

Date	Fair	Good	Excellent	Concours	Notes/Buzz
Jan 2012	\$2,800	\$5,900	\$9,800	\$17,300	
Sep 2011	\$2,600	\$5,500	\$9,300	\$16,200	
May 2011	\$2,400	\$5,200	\$8,700	\$15,200	
Jan 2011	\$2,500	\$5,300	\$8,900	\$15,500	
Sep 2010	\$2,500	\$5,300	\$9,000	\$15,600	
May 2010	\$2,400	\$5,200	\$8,600	\$15,000	
Jan 2010	\$2,400	\$5,200	\$8,900	\$15,300	
Sep 2009	\$2,500	\$5,500	\$9,200	\$15,900	
May 2009	\$2,700	\$5,800	\$9,800	\$17,000	
Jan 2009	\$2,600	\$5,900	\$9,800	\$16,900	
Sep 2008	\$2,200	\$4,700	\$7,800	\$13,600	
May 2008	\$2,200	\$4,700	\$7,800	\$13,600	
Jan 2008	\$2,000	\$4,500	\$7,500	\$13,000	
Sep 2007	\$2,200	\$4,700	\$7,900	\$13,700	
May 2007	\$2,400	\$5,200	\$8,500	\$14,900	
Jan 2007	\$2,300	\$5,100	\$8,500	\$14,800	
Sep 2006	\$2,200	\$4,800	\$8,100	\$14,000	

All dollar amounts listed by condition and as an average are in Canadian dollars, and exclude any applicable provincial taxes. Value adjustments for optional equipment are in U.S. dollars.

NADAguides Price
Report 9/15/2022

1980 Chevrolet C10

**Pickup 1/2 Ton LWB with Air
Conditioning**

Values

Original MSRP \$5,590.00

Low Retail \$10,447.00

Average Retail 21,420.00

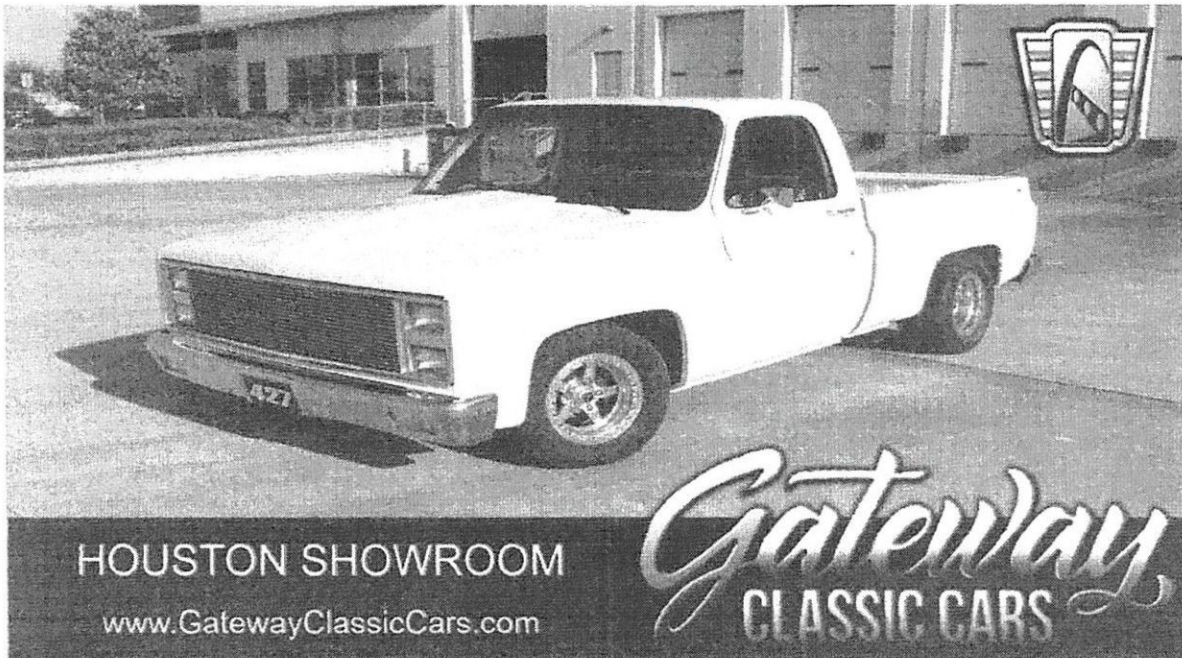
High Retail \$33,075.00

<https://www.autabuy.com/details/?vid=86249222&Year=1980&Make=Chevrolet&Model=C10&ref=search>



1980 Chevrolet C10
Price: \$26,500. USD

<https://www.autabuy.com/details/?vid=82459119&Year=1981&Make=Chevrolet&Model=C10&ref=search>



1981 Chevrolet C10
Price: \$65,000.USD

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Barrett-Jackson Scottsdale (2022)

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AUCTION

Barrett-Jackson Scottsdale (2022)

Jan 22-30, 2022

0 CARS FOR SALE

Location: Scottsdale, AZ, USA

i This auction ended Jan 30, 2022.

Lot 178.1: 1980 Chevrolet C10 Custom Pickup

X


\$66,000 SOLD · Jan 25, 2022





VIN: CCG14AS157547


• Location: Scottsdale AZ USA

-
- There are 21 Chevrolet C/K - Custom - 3rd Gen (1973 to 1991) for sale right now.


 SAVE

 VEHICLE DETAILS

 BARRETT-JACKSON WEBSITE

 SHARE


Auction Stats

Unofficial auction results, all prices have been converted to USD 

For Sale	0
Avg	\$104,737
Listings	1,915
Sales Count	1,741
Sell through	91%
Dollar Volume	\$182.3m
Lowest Sale	\$550
Top Sale	\$3.7m
Most Recent	\$84,700

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1980 Chevrolet C10 Custom Pick up

VIN: CCG14AS157547

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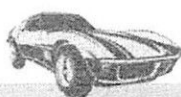
Status	FOR SALE · \$89,999
Location	Ventura County, CA, USA
Transmission	Automatic
Driver Side	Left Hand Drive
Conservation	Restomod & Custom 

 **This vehicle is for sale**

Buy it today at [Crown Classics](#) for \$89,999

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at [crownclassicautos.com](#)



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1978 Chevrolet C10 in Virginia

\$44,995



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Email*

Phone

Message* I want to kr
1978 Chevrol
have listed
ClassicCarsA
for \$44,995
available.

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By contacting this seller
ClassicCarsArena.com Vis

Se

Find a new fit
ebay



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Report this ad

Update date: 05 may 2022

1978 Chevrolet C10 Green and silver, freshly paint job, new motor. 350 engine 292 cam edelbrock 650 headers 350 trans all new all wires interior bed is done flex seal rust proof primer will never rust bucket seats new tires and wheels he just takes it to car shows uses Valvoline high zinc racing oil uses premium gas only .Philadelphia Eagle embroidered in headrests. -Vehicle is on consignment and at our clients home - Please Call First and talk to a rep at 231-468-2809 EXT 1 -Showroom is by appointment only Please Call -if you would like a FREE Listing please visit our consignment page or Call

Doors: 2

Fuel Type: Gas

Drive Type: 2WD

This classic car is on consignment, please contact us for the exact location.

Classic Car Dealer: [Classic Car Deals](#)

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