

TIMELESS CLASSICS AUTO APPRAISALS LTD.

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www.timelessclassicsauto.com

Member of the Specialty Vehicle Appraisal Institute Society S.V.A.I.S.

OWNER INFORMATION:

Date: 09 September 2012

INSURANCE INFORMATION:

Insurance Company: Not known.
Broker: Not known.
Policy #: Not known.
Phone/Fax: Not known.

VEHICLE DESCRIPTION:

Vehicle Year: 1971	Body Style: ½ Ton Wideside Pickup #CE134
Make: GMC By General Motors Ltd.	V.I.N. : CE1341116558
Model : C1500 Custom	License Plate: OHBABIE (AB)

Truck Category:	☒ ½ Ton	☐ ¾ Ton	☒ Long Box (8')
	☐ Step-Side	☒ Wide-Side	☐ Fleet Side
	☐ Flairside	☐ Crew Cab	☐ Club Cab

Primary Use of Vehicle:	Regular Transportation: ☐ Yes ☒ No	Hobby: ☒ Yes ☐ No
Category:	☐ Original ☒ Modified ☐ Custom	☒ 4x2 ☐ 4x4
Towing Involved:	☐ Yes ☒ No	
Hauling Involved:	☐ Yes ☒ No	
Purpose of Appraisal:	Insurance Request ☒	Sale of Vehicle ☐ Financial Inst. ☐

☐ Original	☒ Restored	☐ Show Quality
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VEHICLE DESCRIPTION:

Vehicle Year: 1971	Body Style: ½ Ton Wideside Pickup #CE15934
Make: GMC By General Motors Ltd.	V.I.N. : CE1341116558
Model: C1500 Custom	Original Owner: ☐ Yes ☒ No (2 nd)

Odometer reading: The odometer displayed a reading of 77,699 miles.
Engine size: Replacement HP 454 cid V8 with 4 barrel carburetor.
Horsepower Rating: Brake horsepower believed to be 380hp @6500 rpm
Original Compression Ratio recorded to be: Believed to be 10.0:1
Engine Serial #, Suffix Code or VIN Designation: RPO Code LS9 refers to the original 350 cid V8 engine.
Manufacture Date: Manufactured in February 1971.
Assembly Plant: Assembled at the GMC plant located in Oshawa, Ontario Canada.
Regular Production Option: Referred to as RPO through-out the appraisal if determined.

EXTERIOR DETAILS:

Body Color: Hugger Orange	Roof Color: Hugger Orange
Body Paint Code: Body paint code tag '524'	Roof Paint Code: Roof color tag '524'

Overall Body & Paint Condition:

☐ Original Paint	☒ Re-Painted	☐ Fair	☒ Good +	☐ Excellent
Comments: The body is accented by bright bodyside moldings (RPO B85) and a set of chrome 5 spoke mag wheels. The paint overall is in very good condition but does shows some signs of wear along the lower portions of the doors, side compartment door (RPO VK2) and right rear quarter panel and tailgate. (Restorable)				

Body Panel Alignment:

☐ Fair	☒ Good +	☐ Excellent
Comments:		

Roof:

☐ Original Paint	☒ Repainted	☐ Original Vinyl	☐ Reproduction Vinyl
☐ Convertible Top	☒ N/A	☐ Reproduction Top	☐ Replacement Top

Power Operated Convertible Roof	☐ Yes	☐ No	☒ N/A
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Overall Roof Condition:

☐ Needs paint	☐ Needs Vinyl	☐ Fair	☒ Good +	☐ Excellent
Comments:				

Rocker Panel (Left)	☐ Fair	☒ Good to	☒ Good +
Rocker Panel (Right)	☐ Fair	☒ Good to	☒ Good +
Rocker Panels	☒ Painted	☐ Aluminum	☐ Chrome Mldg.
Front Bumper Finish	☒ Chrome ☐ Wood	☐ Steel ☐ Painted	☐ Aluminum ☒ New
<u>Condition</u>	☐ Fair	☐ Good	☒ Excellent
Rear Bumper Finish	☒ Chrome ☐ Wood	☐ Steel ☐ Painted	☐ Aluminum ☐ New
<u>Condition</u>	☐ Fair	☒ Good +	☐ Excellent
Front Valance	☒ N/A	☐ Good	☐ Excellent
Rear Valance	☒ N/A	☐ Good	☐ Excellent
Body Moldings	☒ Aluminum	☐ Wood	☐ Rubber
<u>Condition</u>	☐ Fair	☒ Good to	☒ Good +
Body Emblems	☐ Fair	☒ Good +	☐ Excellent
Exterior Mirrors	☐ Single ☒ Manual	☐ Remote ☐ Utility	☒ Dual ☐ Electric
Ext. Mirror Finish	☒ Chrome ☐ Fair	☐ Painted ☐ Good	☐ Aluminum ☒ Excellent
<u>Condition</u>			
Aerial Type	☐ Windshield ☒ Body Mounted	☐ Power ☐ Cellular	☒ Standard ☐ CB
Headlights	☐ 2-Lamp ☐ 7" Round	☒ 4-Lamp ☐ 5"Rectangular	☒ 5" Round ☐ 7"Rectangular
Type	☐ Quartz	☐ Halogen	☒ Standard
Lights Functional	☒ Yes	☐ No	
Fog Lamps	☐ Yes	☒ No	
I.D. Lights	☐ Yes	☒ No	
Glass			
Windshield	☐ Fair	☒ Good	☐ Excellent
Tinted	☒ Yes ☐ No	☒ Factory Type	☐ After-Market
Other Glass	☐ Fair	☒ Good + to	☒ Excellent
Other Glass Tinted	☒ Yes ☐ No	☒ Factory (lightly)	☐ After-Market

WHEELS/RIMS "FOOSE chrome 5 spoke mag rims" Cost \$3,800.00	☐ Original Wheels	☒ After Market	☒ Mag Wheels
	☐ Polished Alum..	☒ Chrome	☐ Rally Wheels
	☐ Wood Spoke	☐ Painted Steel	☐ Trim Rings
Condition	☐ Fair	☐ Good	☒ Excellent
HUBCAPS	☒ Chrome	☒ Center Caps	☐ Full Face Hubcaps
	☐ Wire	☐ Spoke	☐ Baby Moons
Condition	☐ Fair	☐ Good	☒ Excellent
Comments: The center of each cap is inscribed with the name "FOOSE"			
TIRES:			
Tire Manufacturer & Tire size	Front: Nitto NT555 Extreme / 255/45ZR18 Rear : Nitto NT555 Extreme / 295/45ZR18		
Type Of Tires "low profile" Cost \$1,400.00	☒ Radials	☐ Four-Ply	☐ Inner Tubes
	☐ Red Line	☒ Black-Wall	☐ Raised White Letter
	☐ White-Wall	☐ Vintage	☐ Vintage Truck
Condition	☐ Fair	☐ Good	☒ Excellent
Note!	☒ Requires Replacement @ 2/32nds.		
TREAD DEPTH REMAINING (FRONT) 10/32nds		TREAD DEPTH REMAINING (REAR) 10/32nds	
PERCENTAGE OF TREAD WEAR REMAINING! <u>Approximately 95% + tread wear remains on this set of after-market performance low profile radial tires.</u>			

SPARE TIRE:

☐ Yes ☒ No

Tread depth: N/A

JACK:

☐ Yes ☒ No

FRAME / UNDER-CARRIAGE:

☐ Rust/Scale

☒ Painted / Clean

Comments: The frame and undercarriage components have been painted and are fairly clean in their appearance. The cab supports and cab corners require replacement.

EXTERIOR MISCELLANEOUS

Sun Roof	☒ N/A ☐ Power	☐ T-Top ☐ Other	☐ Factory ☐ After-Market
Rear Slider	☐ Yes	☒ No	☐ N/A
Hitch	☐ Yes ☒ No	☐ Class 2	☐ Fifth Wheel
Cargo Carrier	☐ Yes	☐ No	☒ N/A
Front Bumperettes	☐ Yes	☒ No	
Rear Bumperettes	☐ Yes	☒ No	
Bug Deflector	☐ Factory	☐ After Market	☒ N/A
Winter Front	☐ Factory	☐ After Market	☒ N/A
Canopy/Cover	☐ Yes	☐ Brand:	☒ N/A
Box Liner "painted"	☐ Yes ☐ Pine Strips	☒ No ☐ Chrome	☐ Oak Strips ☐ N/A
Sprayed Box Liner	☐ Yes	☒ No	☐ N/A
Vehicle Fabric Cover	☐ Yes	☐ No	☒ Garaged
Box Rails/Tie Downs	☐ Yes	☐ No	☒ Stake Pockets
Mud Flaps	☐ Yes	☒ No	
Body Undercoating	☒ Yes ☐ No	☐ Factory ☐ Rock Guard	☒ Painted ☐ Powder Coated
Running Boards	☐ Yes ☒ No	☐ Original ☐ Reproduction	☐ Fabricated ☐ N/A
Comments:			

Vehicle Grille	☒ Original	☐ Reproduction	☐ Other Source
Condition of Grille	☐ Fair	☒ Good +	☐ Excellent
Comments:			

Hood	☒ Original	☐ Reproduction	☐ Other Source
Condition of Hood	☐ Fair	☒ Good +	☐ Excellent
Comments: The underside of the hood has been sprayed also and matches the color of the body.			

Window Molding Trim	☒ Original	☐ Reproduction	☐ Other Source
Condition of Trim	☐ Fair	☒ Good to	☒ Good +
Comments:			

INTERIOR DETAILS:

Interior Color(s): Black carpet, black vinyl and cloth c/w chrome and wood-grain accents.			
Interior Trim Code Tag: Interior trim code tag is "601" (Custom black cloth trim)			
Type	☒ Original	☐ Reproduction	☐ Reupholstered
Overall Condition	☐ Fair	☒ Good + to	☒ Excellent
Dash	☒ Custom	☐ Reproduction	☐ Replacement
Condition	☐ Fair	☐ Good	☒ Excellent
Comments:			
Driver's Door Panel	☒ Original	☐ Reproduction	☐ Powder Coated
Condition	☐ Fair	☒ Good + to	☒ Excellent
Driver's Arm Rest	☒ Original	☐ Reproduction	☐ Replacement
Condition	☐ Fair	☒ Good +	☐ Excellent
Door/ Window Controls	☒ Original	☐ Reproduction	☐ Replacement
Functional	☒ Yes	☐ No	☐ N/A

(R) Passenger Door Panel	☒ Original	☐ Fair	☒ Good + to	☒ Excellent
Passenger Door Arm Rest	☒ Original	☐ Fair	☒ Good + to	☒ Excellent
Comments:				

Door/ Window Controls	☒ Original	☐ Reproduction	☐ Replacement
Functional	☒ Yes	☐ No	☐ N/A

(Driver's Side) Rear Side Panel	☒ N/A	☐ Fair	☐ Good	☐ Excellent
Arm Rest	☒ N/A	☐ Fair	☐ Good	☐ Excellent
Comments:				

Rear Side Window Controls	☒ N/A	☐ Reproduction	☐ Other
Functional	☐ Yes	☐ No	☒ N/A

(Passenger Side) Rear Side Panel	☒ N/A	☐ Fair	☐ Good	☐ Excellent
Arm Rest	☒ N/A	☐ Fair	☐ Good	☐ Excellent
Comments:				

INTERIOR DETAILS CONTINUED:

Rear Side Window Controls	☒ N/A	☐ Reproduction	☐ Replacement
Functional	☐ Yes	☐ No	☒ N/A

Front Seats	☐ Buckets	☐ Split Bench	☒ Bench	☐ Headrests
Material	☒ Fabric &	☐ Leather	☒ Vinyl	☐ Seat emblems
Driver's Seat	☒ Original	☐ Fair	☒ Good + to	☒ Excellent
Front Passenger's Seat	☒ Original	☐ Fair	☒ Good + to	☒ Excellent

Comments:

Rear Seats	☒ N/A	☐ Fair	☐ Good	☐ Excellent
Material	☒ Original	☐ Leather	☐ Vinyl	☐ Other

Comments:

Head Liner	☒ Nil	☐ Fair	☐ Good	☐ Excellent
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Floor Carpet	☒ Original	☐ Fair	☒ Good +	☐ Excellent
Carpet Underlay	☒ Original	☐ Fair	☒ Good +	☐ Excellent

Comments:

Floor Pedals	☒ Original	☐ Fair	☒ Good +	☐ Excellent
Floor Mats	☒ Yes	☐ No		
Floor Pans	☒ Original	☐ Fair	☒ Good +	☐ Excellent
Center Console	☐ Yes	☒ No		
Condition	☒ N/A	☐ Good	☐ Excellent	
Door Sill Plates	☒ Original ☐ Reproduction	☐ Fair ☐ Fair	☒ Good to ☐ Good	☒ Good + ☐ Excellent
Interior Emblems	☒ Original	☐ Fair	☒ Good +	☐ Excellent

Truck Box Condition	☐ Fair		☒ Good +	☐ Excellent	
Owner has the original warranty card & Protect-O-Plate..		☐ Yes		☒ No	
Owner has an owner's manual:		☐ Yes		☒ No	
Owner has a shop manual:		☐ Yes		☒ No	
Alarm System	☐ Yes		☒ No	Brand:	Cost: \$
Sound System	☒ Am Factory Radio (RPO U63)			☐ Factory Am/Fm Stereo	
	☐ Am/Fm Stereo With Cassette			☐ Factory	☐ After-Market
	☒ i-Pod			☐ Factory	☒ After-Market
	☐ Equalizer		☒ Amplifier		
Mounted in Dash:	☒ Yes	☐ No	Comments: An after-market set of Alpine R speakers have been tastefully mounted and assisted by a pair of JNL 10" sub woofers and JNL 5 channel 900w amplifier. The sound system is controlled by an i-Pod.		
Purchase Date:				Purchase Price: \$2,900.00	
Brand:					

MISCELLANEOUS
INTERIOR DETAILS:

☒ Interior Cab Light (C80)	☐ Courtesy Lights	☐ Rear Defroster
☐ Clock (stereo)	☐ Original Clock	☐ Cigar Lighter
☐ Cruise Control	☐ Factory Cruise Control	☐ Power Seats
☐ Power Windows	☐ Power Door Locks	☐ Telescopic Steering
☐ Tilt Steering	☒ Seat Belts	☐ Air Bags
☐ Intermittent Wipers	☐ Digital Gauges	☒ Factory Gauges (RPO Z53)
☒ 2 Speed Wipers	☐ Tachometer	☐ Idiot Light Gauges
☐ Air Conditioning	☐ After-Market Tachometer	☐ After-Market Gauges
Gauge Type: Factory battery, water temperature and oil pressure gauges. RPO Z53		
Steering Wheel:	☒ Original	☐ After-Market
Brand:		

Car Club Member: ☐ Yes ☒ No	Name Of Car Club:
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ENGINE COMPARTMENT:

Overall Condition	☐ Fair	☒ Good + to	☒ Excellent
Detailed Engine Bay	☐ Yes	☐ No	☒ Clean
<u>Comments:</u>			
Steering	☐ Standard	☒ Power Assist	☐ Rack & Pinion
	☒ Re-circulating	☐ Worm Gear	☐ Worm & Roller
Brakes	☒ Power Assist	☒ Front Disc	☐ 4 Wheel Disc
<i>RPO J70</i>	☐ Front Drum	☒ Rear Drum	☐ Anti-Lock (ABS)
Fuel System	☐ Single Barrel	☐ 2 Barrel Carb.	☒ 4 Barrel Carb.
<i>Holley 650 cfm 4v</i>	☐ Fuel Injection	☐ Triple Carb	☐ Cross Fire
	☐ Propane	☐ Diesel	☐ Alcohol
Propane Certified:	☐ Yes	☐ No	☒ N/A
Exhaust Manifolds	☒ Factory Manifold	☐ Single	☒ Removed
Headers Installed	☒ Yes ☐ No	☒ Ceramic Coated	☐ Painted With High Temperature Paint
Header Brand: <i>Hooker Competition.</i>			
Mufflers	☐ Original Type ☐ Reproduction	☐ Single ☒ Dual	☒ Performance ☒ After-Market
<u>Comments:</u> 2.5" pipe from the header collectors with "X" crossover and connected to a pair of Flow Master performance mufflers.			
Transmission	☒ Factory Type	☐ Manual	☒ Automatic
<i>700R4 with overdrive</i>	☐ C-4 Transmission	☒ 700 R4 Turbo- Hydramatic	☐ 2 Speed Power Glide
	☒ 4 Speed Auto.	☐ 4 Speed Manual	☐ 5 Speed Manual
Transfer Case	☒ N/A	☐ Reproduction	☐ Rebuilt
Differential	☒ Factory Type	☐ Non Factory	☐ Replacement
	☐ 10 Bolt Pattern ☒ 12 Bolt Pattern	☒ Posi-Traction ☐ Non Posi-Traction	☐ Sure-Grip Diff. ☐ Traction Loc
	☐ Other	☒ Rear Axle Ratio: 3.55:1	
<u>Comments:</u>			

MAINTENANCE HISTORY

The writer met with Mr. Chapman on Sunday the 9th of September 2012 to conduct an appraisal on a 1971 GMC, Custom C1500, Wideside, longbox ½ ton pick-up truck #CE15934. Mr. Chapman has owned this fine looking vehicle since since 2009 approximately. This 1971 GMC, Custom C1500, Wideside, longside ½ ton pick-up truck #CE15934 is original in its exterior appearance with the exception of being repainted and sporting a set of aftermarket chrome 5 spoke mag wheels and low profile radial tires. A small amount of modification has been made due to the gas tank being removed from behind the bench seat and moved to the underside of the box resulting in the filler hose being moved. The interior components are original in their appearance with no modifications performed. The drive-train has been modified to provide a more performance oriented driving experience. Mr. Chapman has kept up on the maintenance of his 1971 GMC, Custom C1500, Wideside, longbox ½ ton pick-up truck #CE15934 since ownership and this information is included in the following paragraphs.

On vehicle inspected, the original 350 cid V8 engine was removed and replaced with a high performance 454 cid big block V8. The engine runs well with no apparent oil burning or irregular engine noises. The engine was rebuilt using high performance components and these components consist of the following; 4 bolt cast iron block that has been bored .020, steel polished crankshaft, full roller hydraulic camshaft, dome aluminum pistons, cast iron cylinder heads that have been ported and polished, double springs and full roller valve train. The engine was topped off with a light weight Edelbrock Performer intake manifold and Holley 650 cfm 4 barrel carburetor. A set of ceramic coated Hooker Competition headers have been installed to aid in the breathing of the engine. The engine was rebuilt by Mr. Travis Phanmueller a licensed and qualified mechanic. No recent mechanical work has been performed on the engine other than routine maintenance i.e., tune-ups and engine crankcase oil and filter changes. The cost of the rebuilding, engine dress up kit and transmission was \$20,000.00 This work was performed in the later part of 2011.

On vehicle inspected, an engine dress up kit or appearance package has been installed. The engine dress up kit or appearance package not only adds to the overall appearance of the engine and engine bay but many of the components installed provide a useful purpose. The engine dress up kit or appearance package consists of the following components; billet aluminum valve covers, chrome oil filler cap, billet aluminum spark plug ignition wire looms, billet aluminum open face air cleaner lid and base plate, K&N air cleaner, aluminum headers with Kevlar heat socks, billet aluminum pullies, billet aluminum water pump, power steering pump, alternator, brackets and authentic aviation braided steel fuel lines. The cast iron block and heads have been painted black with the intake manifold painted Hugger Orange. This combination compliments the entire appearance of the engine and engine bay. Simulated braided hoses cover the heater hoses and upper radiator hoses and are complete with billet aluminum fittings. The engine is free of dirt, oil and grime and the engine bay is clean.

On vehicle inspected, new upper and lower radiator hoses, heater hoses and pulley belts have been installed. A new four core radiator was installed and a pair of electric fans were installed to aid in the cooling of the engine. A billet aluminum overflow canister has been installed. No recent mechanical work has been performed on the cooling system other than routine maintenance.

On vehicle inspected, a newer 12 volt **AC Delco** brand battery has been installed. The ignition system has been upgraded and encompasses a Mallory HEI distributor, cap and custom fit red colored Taylor spark plug ignition wires that have been fit into billet aluminum runners that are attached to each valve cover and then routed to each spark plug. This has created a very neat and clean appearance. Each spark plug ignition end is further protected by a Kevlar heat sock.

On vehicle inspected, the original automatic transmission (RPO M49) was removed and replaced with a GM 700R4 automatic transmission that has an overdrive feature. The transmission was disassembled and corvette inner gears and valve body features were installed. A shift kit and higher end stall converter were installed at the same time. This work was performed by Mr. Travis Phanmueller. No recent mechanical work has been performed on the transmission other than routine maintenance. The cost of the transmission and upgrading to the Corvette specifications was part of the \$20,000.00 investment. No leaks were observed and this component appears to operate properly when this vehicle was moved about.

On vehicle inspected, the rear differential was rebuilt to provide Mr. Chapman with a strong 12 bolt full posi-traction feature. No recent mechanical work has been performed on the rear differential and its related components other than routine maintenance. Cost of the rebuild was \$1,200.00.

On vehicle inspected, the steering and suspension components were checked over and serviced by Mr. Chapman. No recent mechanical repairs have been conducted to the steering or suspension components other than routine maintenance i.e., the steering component grease zerks were lubed. These component appears to operate properly when this vehicle was observed being driven.

On vehicle inspected, the hydraulic brake system and its related components have been checked over and serviced by Mr. Chapman. The rear drums were removed and powder coated to match the color of the body. No mechanical repairs have been required other than routine maintenance. The hydraulic brake components appears to operate properly when this vehicle was observed being driven.

On vehicle inspected, the rubber weather stripping surrounding the doors and windows was checked. These items were found to be in very good condition.

On vehicle inspected, body-work, prepping and re-painting was completed sometime in 2008 and prior to Mr. Chapman purchasing this vehicle. The history as it pertains to the bodywork, prepping and re-painting is not known. A check of the body revealed that some body filler had been used during the prepping stage. Body filler was located on the lower portions of the front fenders, passengers door, storage door and along the drivers rocker panel. These areas are beginning to show signs of wear and it would be in Mr. Chapman's best interests to have these areas repaired before these areas cause greater concerns. Mr. Chapman also needs to consider having the cab corners replaced and new front cab supports installed as these areas are showing signs of deterioration.

On vehicle inspected, the interior components were found to be in very good condition. The interior components are thought to be original and these components show very little wear. Information was received that the previous owner drove this vehicle very little and when this vehicle was not being used it was kept parked inside of a garage. No modifications have been performed on the interior components other than after-market stereo speakers being installed.

No further maintenance history is known.

It is recommended that Mr.Chapman retain any receipts for work performed on this truck as this helps document a vehicles history and is considered important in the automotive collecting community.

Mr. Chapman will not be driving his 1971 GMC, Custom C1500, Wideside, longbox ½ ton pick-up truck #CE15934 during the winter months and sparingly on fine weather days. This vehicle will be kept parked inside of heated garage where it is protected from the harmful affects of “mother nature” and other sources.

**Memory: 1971 GMC C1500 CUSTOM, Wideside ½ TON PICK-UP TRUCK
#CE15934**

"CANADIAN"

Wheelbase:	127.0"	Base U.S.A. Price:	\$2,854.00
Overall-Length:	207 3/4"	Base Canadian Price:	\$3,341.00
Height:	70.0"	Base P.O.E. Price:	N/A
Width:	79.0"	Front Tread:	N/K
Weight:	3,737 lbs	Rear Tread:	N/K
Production total:	278,774 were produced.	Standard Tires:	H78 – 15B

Note: The above production figure is based on the American Manufactured 1971 GMC model C-10 series and includes all models offered within that series. Mr. Chapman's 1971 GMC, Custom 1500 Wideside ½ ton pick-up #CE15934 was manufactured in Canada. The Canadian production figure is not known but as a general rule of thumb the Canadian production figure is much lower, generally around 1/10th of what was produced in the USA. According to Canadian GM records a total of 5,539 models of the same series were *sold* in Canada. Mr. Chapman's 1971 GMC, Custom 1500 Wideside ½ ton pick-up #CE15934 also has the factory correct paint scheme (Hugger Orange). The exact number of these trucks manufactured with this paint scheme is not known.

V.I.N. # CE 1341116558 DECODED:

C: CHASSIS-Conventional Cab.

E: ENGINE-8 cylinder equipped, cid displacement not indicated. Glove box data plate indicates the LS9 350 cid V8.

1: GVW RANGE-3900 – 5800 lbs.

34: BODY TYPE-Wideside pick-up.

1: MODEL YEAR-1971.

1: ASSEMBLY PLANT-Oshawa, Ontario. Canada. (Believed to have been from the St. Therese plant.)

16558: BASIC PRODUCTION SEQUENCE NUMBER. Starting at 00001 and up.

This would indicate that Mr. Chapman's 1971 GMC, Custom 1500, Wideside ½ Ton Pickup #CE15934 was the sixteen thousand, five hundred and fifty eighth GMC model scheduled for assembly during the month of February 1971. Assembled at the GMC plant located in St. Therese, Oshawa Ontario. Canada.

Historical:

Conventional GMC trucks were unchanged in any significant way for 1971. The grille had a body-color vertical center strip separating two large rectangular housings. A thick horizontal bar ran across the center of each grille opening, from the center strip to the headlamps. There were large GMC letters on the nose and a two tone color scheme for Wide Side models was available.

Differences between Chevrolet and GMC light trucks had become superficial extending primarily to the grille, which throughout this series consisted of a cross-bar design and name plate. GMC introduced its version of the Blazer, called the Jimmy in 1970, one model year later than Chevrolet. GMC also built its version of the El Camino calling it the Sprint.

Power-train stamina and chassis integrity reached an all time high with General Motors truck models built between 1971 and 1979. All effort focused on the use of durable components. For delivering maximum utility and longevity, these trucks provide a substantial ladder frame with exceptional cross-member integrity, disc front brakes, well tuned tapered front leaf spring suspension (4x4 models), rugged A-arms and steering arm/spindles (2WD trucks) plus durable rear axle assemblies.

The emergence of the light truck as a multi-purpose SUV picked up momentum during the 1970's. Trailering packages, a wide range of powertrain options and several tiers of trim and appointments gave the 1971-1979 General Motors light trucks the widest possible buyer appeal. Base trucks remained highly durable and packed with value. Standard engine offerings were the rugged inline sixes like the 250 cid and ultra high torque 292 cid. Optional V-8's ranged from the 307 cid, 350 cid, 400 cid big block (402) and 400 small block to the 305 cid small block and the 454 cid big block.

The 250 and 292 cid 6 cylinder engines were offered from 1963 until the mid 1980's. These engines were very reliable, reasonably economical and idea for agriculture and commercial users.

Summary:

Late sixty's and earlier seventy's GMC and Chevrolet trucks if kept at optimum condition command a good market and resale value and the above inspected 1971 GMC Custom 1500, Wideside, Long Box ½ Ton Pick Up #CE15934 has all of these desirable features. The early pick-up trucks of the late 1960's and early 1970's are highly admired and are a favorite choice for many automobile collectors.

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Interest in older pick-ups has followed the new truck sales trend. Collectors, who always enjoy driving something a little bit out of the ordinary are buying vintage trucks and getting from them much the same kind of utility value offered in new ones. In addition, certain older pickups, particularly postwar CHEVROLET and GMC trucks have become (at least in the short term) excellent investments.

Postwar Chevrolet and GMC trucks have grown in appeal with both investment conscious collectors and restore and drive-em hobbyists. This probably has much to do with their popularity when new. The pickups, especially, were always considered good looking and reliable vehicles. Their reputation for being well engineered and sturdily built trucks made them the country's number one selling brand. When these vehicles are restored back to like new condition, it's easy to understand why Chevrolet and GMC sold so many units for so many years.

Any further investment on upgrading this vehicles condition will no doubt increase it's overall value. This 1971 GMC, Custom 1500 Wideside Long Box ½ ton pick-up truck #CE15934 will continue to increase in value as time passes by, provided that its condition is maintained accordingly or improved upon.

The making of an antique is an ongoing process. This fact is best explained in some recent statistics which stated that after 10 years only 7% of the vehicles built and sold in North America are still on the road today! An antique motor vehicle is defined as any motor vehicle reaching the age of 25 years old.

The value expressed herein is based on the appraisers best judgment and opinion and has analyzed and examined replacement cost of said inspected vehicle and is not a representation or warranty that the vehicle will realize that value if offered for sale at auction or otherwise. The value expressed is based on current North America Market values, local area , individual merits and condition of the inspected vehicle.

Mr. Chapman have over \$20,000.00 invested into his vehicle, not to mention the self labor involved. The value is determined by pride of ownership, vehicle condition, and the vehicle's individual merits and quality of the finished product. Mr. Chapman is prepared to pay additional insurance premiums and accept a proper settlement based on replacement cost if necessary in case of a loss.

According to a recent edition of NADA Classic, Collectible Mr. Chapman's 1971 GMC, C1500 Custom Wideside, Long Box ½ Ton Pick-up truck #CE 15934 has the potential to reach a current Canadian value in excess of \$40,000.00 which would be a condition classified as # 1.

However!, *the enjoyment of driving this vehicle would be lost due* to having to park this fine gem in a garage, cover it and **never drive it** as this vehicle has now become a “*piece of art*”. Any cars shows entered, one would have to trailer the vehicle to it. A #1 condition is basically a vehicle that has been restored to current maximum professional standards of quality with components operating and appearing as new. A 95 + point show car that is not driven. Mr. Chapman’s vehicle presently sits in a condition classified as “**very good to fine**” and is valued accordingly, taking into account the modifications performed and its Canadian status. As the years pass by these vehicles will only increase in value as supply dwindles and demand increases.

Collector Car Market Review magazine is quoted. “Auctions are just one part of the collector car marketplace. For the vast majority of cars, by themselves they do not set the overall market. Many collectors have the impression that if they see a 57 Chevy sell for \$90,000.00 US at a major auction, then theirs must be worth that too. This is a misconception! Auctions often bring above market prices. The reasons are many, the big auctions are national events that are heavily promoted, there’s money in the audience, egos come into play, bidders can get caught in the moment, and sometimes the cars that show up to an auction such as *Barrett-Jackson* or *Pebble Beach* are just stunning, one of a kind, mega-dollar restorations.”

“Additionally, all is not always as it seems at auctions. There are “phantom” bidders that don’t exist, cars are declared sold that aren’t and the bidding can even be completely fabricated. Owners may bid among themselves solely to create the illusion of both interest and high values for specific cars, trying to set buyer expectations for later in the auction or at a later event. Many cars declared “sold” have actually been brought back (called buy-backs) by the owner.”

Mr. Chapman was not able to produce any of the factory GM documentation for his 1971 GMC, C1500 Custom, Wideside ½ ton pick-up truck #CE 15934 This is unfortunate in the fact that the market value of this vehicle could increase by as much as 10-40% if **all** of the **Factory documentation** was available. The writer has also attempted to identify any factory options that this 1971 GMC, C1500 Custom, Wideside ½ ton pick-up truck #CE 15934 may have come with by providing the RPO code if identified through research.

This 1971 GMC, C1500 Custom, Wideside ½ ton pick-up truck #CE 15934 is not considered to be a **number’s matching** vehicle. Number’s matching mainly refers to the engine block, cylinder heads, intake manifold, transmission and rear differential components having numbers on them that directly correspond back to the vehicle’s serial number. Number’s matching also means a vehicle which not only appears in original factory condition, but in which all pertinent identification numbers, as well as all casting numbers and dates, are correct for that specific model and pre-date the final assembly date of the vehicle. Purchasing a “collector” vehicle for investment purposes, a buyer should strive to insure that the above criteria is met. This insures the genuineness of the purchase and the value of that particular vehicle.

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website: www.timelessclassicsauto.com

Member of the Specialty Vehicle Appraisal Institute Society S.V.A.I.S.

Re: 1971 GMC, CUSTOM 1500, WIDESIDE ½ TON PICKUP #CE15934
V.I.N. : CE1341116558

With respect to the above described vehicle the following information is provided. The value of this vehicle was determined by the **Average Market Value Throughout North America** and then adjusted to the **Local Market, Individual Merits** of the vehicle and it's **Present** state of **Condition.**

The information pertaining to this vehicle as provided by Mr. Noelan Chapman is believed to be true and accurate. ***Timeless Classics Auto Appraisals*** does not accept any responsibility for any information provided that was not true and accurate.

I hereby state that ***Timeless Classics Auto Appraisals Ltd.***, a company registered under and by the laws of the Province of Alberta, does not have an interest, directly or indirectly in the vehicle appraised. To the best of my knowledge and experience, I do hereby state the **current** (Canadian) value of this motor vehicle to be **\$32,000.00 (Thirty Two Thousands Dollars.)**

Dated this 14 September 2012

Appraiser's Signature
Dan Hunter

TIMELESS CLASSICS AUTO APPRAISALS LTD.

Site 24, Box 27, RR2
Carvel, Alberta
T0E-0H0

Dear Mr. Chapman

Hi Noelan and Elaine! I just wanted to drop you a line thanking you for choosing **TIMELESS CLASSICS AUTO APPRAISALS LTD.**, to conduct the evaluation on your 1971 GMC. I hope the appraisal meets with your approval. If you have any questions or concerns please give me a call. It was a pleasure to meet you both and being able to see your Custom 1500 P/U up close. You have a beautiful looking truck and I'm sure it must be a hoot to drive. As usual every time I travel to appraise a vehicle I get a lot of personal satisfaction from the experience. I feel like I'm at my own personal car show. I'm able to get up close and really admire the vehicle. You just can't do that at any conventional car show. ***I actually get to touch the vehicle*** and not get slapped and so far no one has caught me drooling.

Your appraisal should be valid for two years or more. The market is fairly strong right now but does fluctuate so it is important to keep the appraisal up-dated from time to time. This will insure you that your truck is properly protected in the advent of a loss of some sort. It was a pleasure being able to help you out sir! If you know of any one else who may need my services I would appreciate it if you would please hand out my card. Thanks, bye for now!

PS. Noelan, on the next page I mention a fellow by the name of Reg. Adams. Give him a call and see if he has any of the original sales brochures, manuals, schematics etc.. Reg attends numerous show and shines and he carries all kinds of interesting and neat stuff. He might have some very informative books for you. You can use my name.

Sincerely,

Dan Hunter
Timeless Classics Auto Appraisals Ltd.
Cell # (780) 918-7786, Res # (780) 968-1428
or (780) 424-7248 and leave a message for **pager #9523**
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REFERENCE BOOKS USED:

Standard Catalog of American Light-Duty TRUCKS 1896-2000.

CHEVROLET / GMC PICKUPS 1946-1972.

Catalog of Chevy / GMC ID Numbers 1946-1972.

Sanford Evans Motor Vehicle Truck Data Book 1966-1974

CONDITION DEFINITIONS

USED TO ASSIST IN ESTABLISHING THE VALUE OF THIS VEHICLE ASSESSED!

#1) EXCELLENT: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95 plus point show car this is **NOT DRIVEN**. A vehicle that falls under this definition would be a full, expensive, body off restoration with close attention to detail. The vehicle is gorgeous to look at and any flaws (if any) are not readily visible. All equipment is original, NOS (*New Old Stock*), or excellent quality reproductions. This type of vehicle is stored in a *climate controlled facility* and is transported to shows via way of an enclosed trailer.

#2) FINE: Well-restored, or a combination of superior restoration and excellent original. An extremely presentable vehicle showing minimal wear as in an original vehicle that has been well maintained through-out the years. This vehicle runs and drives smoothly requiring no mechanical or cosmetic work. All areas have been detailed but may show use and lacks the 'as new' crispness of a #1 or show car. A vehicle found in this condition may be driven 800-1000 miles per year to car shows, on tours and simply for pleasure.

#3) VERY GOOD: Completely operable original or 'older restoration' showing wear. A good amateur restoration, all presentable and serviceable inside an out. May include combinations of well done restoration and good operable components, or a partially restored car with all parts necessary to complete it. The vehicle looks great from a distance but upon closer examination one may notice that the paint might be getting a little thin in spots. Looking inside the interior one will notice some wear on the driver's seat, foot pedals, carpeting etc. The chrome trim, while still very presentable will have lost its sharp mirror like reflective quality it originally had when new. All systems and equipment on the vehicle are in good operating order.

#4) GOOD: A drivable vehicle needing no, or only minor work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may require restoration to be 'excellent' but the vehicle is mostly useable '*as is*'. This type of vehicle is considered to be a "*driver*." It may be in the process of restoration or its owner may have big plans for it, but even from a distance away one can see that this vehicle requires a lot of help.

#5) RESTORABLE: This vehicle needs a complete restoration of the body, chassis and interior. This vehicle may or may not be running, but isn't weathered, wrecked, and/or stripped to the point of being useful only for parts. This type of vehicle requires everything and has only minor surface rust, if any rust at all. This type of vehicle presents a challenge to the restorer but does not leave the restorer having to chase around looking for missing parts.

#6) PARTS CAR: This type of vehicle may or may not be running, but is weathered, wrecked, and/or stripped to the point of being useful primarily for parts. This type of vehicle is an incomplete or greatly deteriorated vehicle that is useful only as a parts car for another restoration project.

Fair market value has been defined as: "That price, at which a seller is willing to sell and a buyer is willing to buy, both parties being knowledgeable about the property, and neither party being under any time pressure to act." Because buyers and sellers each have different motivations for their actions, however, prices paid and accepted for property can and do vary dramatically

from the so-called norm of "fair market value." While a theoretical "fair market value" exists for all properties, real life dictates that there will be many deviations from the price level.

Although people specifically ask for "the value" of an item, used items, antiques, and collectibles do not have fixed values. "An item is worth what someone is willing to pay for it at the time, under the specific circumstances". Value is determined by market forces. Price guides to antiques record what items have sold for in the past and thus serve as rough guides to present value. An appraiser estimates the current market value of an item based on examination of the item, knowledge of the market, experience, and records of past sales of similar items.

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