

Supplement to Sports Car Market and American Car Collector

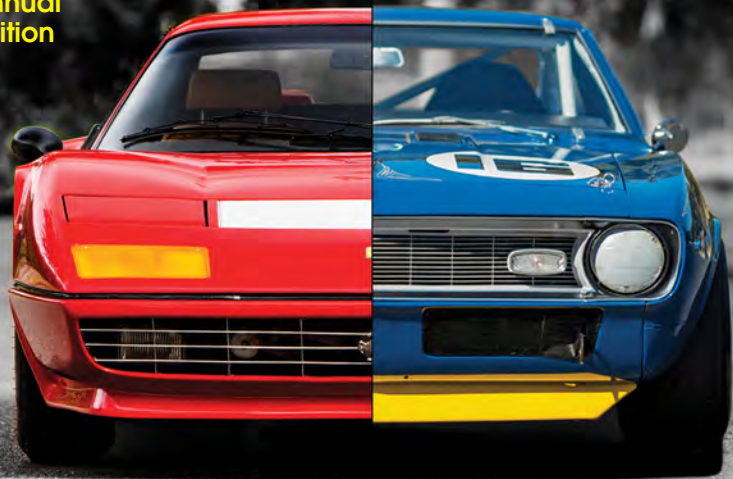
2020  
Print Edition

Keith Martin's  
**Sports Car Market**  
The Insider's Guide to Collecting, Investing, Values and Trends

# POCKET PRICE GUIDE

Essential Information You Need to Know!

**24<sup>th</sup>**  
Annual  
Edition



- Over 2,000 Up-to-Date Prices
- Includes Sports, Classics & Muscle Cars

*Prepared by the Experts at Sports Car Market and American Car Collector Magazines*

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## “What’s My Car Worth?”

**T**hat was the name of the television show I hosted with Donald Osborne on the Velocity Channel. It’s the one thing all collectors have in common — a desire know what “real money” is for their cherished automobile.

Is my car going up in value, has it stayed the same or is it going down? It is time to buy, sit on your hands, or sell?

This Price Guide, our 24th, is one of many tools you can use to answer that question.

The SCM Price Guide is driven by real numbers from real sales.

As the number of cars in SCM Platinum Auction Database increases — it now stands at over 300,000 recorded public sales — we examine trends in terms of the median prices of cars that have sold.

Not every model in this guide makes it to auction every year, so in those few cases we’ve reached out to experts in private sales for our median price.

In addition, we have our unique Investment Grade rating, changes from last year’s median price and production numbers — something you won’t find in any other price guide.

As the collector car market matures, buyers are paying more attention to provenance, correctness and condition. A 1967 Porsche 911 that is a rusty fright pig can be worth \$10,000, while a concours example that is correct in every way can bring over \$100,000, if presented to the right buyer, at the right time, in the right way.

This will help you when you’re buying or selling a car. No pricing tool is perfect due to the unique characteristics of each car. But this is a good starting point.

As always, there is no substitute for consulting an expert before making a purchase. Whatever you spend will be money well-spent given just how expensive repairs and restorations are these days.

We’re constantly working to improve this price guide, and we will include additional makes and models with each update to keep track of this expanding market. Look for the online updates at [www.sportscarmarket.com](http://www.sportscarmarket.com) at the start of each quarter. Send your questions and comments to [priceguide@sportscarmarket.com](mailto:priceguide@sportscarmarket.com). — **Keith Martin** ♦

### LISTINGS BY MAKE

Abarth .....	14	Cisitalia .....	25	Isotta Fraschini .....	33	Nissan .....	44
AC .....	14	Citroën .....	25	Jaguar .....	33	Opel .....	44
Acura .....	14	Daimler .....	25	Jensen .....	35	Oscar .....	44
Alfa Romeo .....	14	Datsun .....	25	Jensen-Healey .....	35	Pegaso .....	45
Allard .....	18	Delage .....	25	Lagonda .....	35	Peugeot .....	45
Alpine .....	18	Delahaye .....	25	Lamborghini .....	35	Porsche .....	45
Alvis .....	18	DeLorean .....	26	Lancia .....	36	Renault .....	50
Amphicar .....	18	DeTomaso .....	26	Land Rover .....	37	Rolls-Royce .....	50
Arnolt-Bristol .....	18	Dual-Ghia .....	26	Lexus .....	37	Saab .....	51
Aston Martin .....	19	Elva .....	26	Lotus .....	37	Siata .....	51
Audi .....	20	Facel Vega .....	26	Maserati .....	38	Stanguellini .....	52
Austin/Morris .....	20	Ferrari .....	26	Mazda .....	40	Sunbeam .....	52
Austin-Healey .....	20	Fiat .....	32	McLaren .....	40	Talbot-Lago .....	52
Bentley .....	21	Frazer Nash .....	32	Mercedes-Benz .....	40	Toyota .....	52
Bitter .....	23	Gordon-Keeble .....	32	MG .....	43	Triumph .....	53
Bizzarrini .....	23	Hispano-Suiza .....	32	Monteverdi .....	44	TVR .....	53
BMW .....	23	Honda .....	33	Moretti .....	44	Vaisin .....	53
Bricklin .....	24	Intermeccanica .....	33	Morgan .....	44	Volkswagen .....	54
Bugatti .....	24	Iso .....	33	Nash-Healey .....	44	Volvo .....	54

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# 2020 Pocket Price Guide

**Median:** The middle value in a series of values arranged from smallest to largest.

## Investment Grade:

*Note: This is not a value appreciation guide. Rather, it is an overall ranking of the desirability of the car, regardless of current market conditions.*

- A Grade:** Cars that will always have a following and will always bring strong money when they are offered for sale. They embody the attributes of style, performance, historical significance, rarity and competition history that often typify first-rank collectibles. Examples are the Ferrari SWB, the Mercedes-Benz 300Sc roadster and the Alfa Romeo 8C 2300 Monza.
- B Grade:** Cars that have something special about them, often technical innovation, style or competition provenance — but normally not all three. They were generally produced in far larger numbers than the A-tier cars. Examples are the Austin-Healey 100-4, the Ferrari 512 BB and the Lotus 7.
- C Grade:** Cars that have some inherent interest but had few special or desirable characteristics. Examples are the Porsche 914, the Saab Sonett II and the Triumph TR4.
- D Grade:** Cars that had the potential to be interesting but failed to be successful in the collector car marketplace, often due to design, engineering or styling flaws. Examples include the Ferrari 400 2+2 and the Alfa 2600 Sprint.
- F Grade:** Cars with few if any redeeming characteristics, that are consequently hopeless in nearly every way. Examples include the Alfa Romeo Alfetta sedan automatic and the Lotus Eclat.

## % Change Notes:

- NL†** Indicates new listing  
**n/c** Indicates no change  
**+/- Adj.** Indicates adjustment of +/-20% or more

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	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>ABARTH</b>					
207A Boano Spider	55	12	\$392,500	B	n/c
Zagato 750 Double Bubble SI-SII	56–57	n/a	\$145,500	A	-3%
Zagato 750 Double Bubble SIII	58–61	n/a	\$106,500	B	n/c
Record Monza	59–62	n/a	\$77,500	B	17%
<i>(Add \$15k for correct twin-cam engine; \$40k–\$60k for 850-cc twin-cam; \$80k–\$100k for 1000-cc twin-cam Bialbero.)</i>					
1000 TC	60–65	n/a	\$64,000	C	n/c
<i>(For cars with a solid, documented history—they can be made up from whole cloth and are worth much less.)</i>					
850 TC 2+2	62–66	n/a	\$56,000	C	n/c
<b>AC</b>					
Ace roadster	53–63	226	\$362,500	B	12%
Aceca coupe	54–63	319	\$126,000	C	-1%
Ace Bristol roadster	56–63	466	\$281,000	B	n/c
<i>(36 cars, mostly RHD, were fitted with Ford Zephyr 6-cylinder engine, Rudd alloy head, and triple Webers. Add \$20k.)</i>					
428 coupe	67–73	58*	\$175,000	C	n/c
428 convertible	68–73	28*	\$185,000	B	n/c
<b>ACURA</b>					
NSX coupe	91–99	19,000	\$50,500	C	-2%
NSX coupe	00–05	inc.	\$99,000	C	-9%
<i>(Add 5% for T-top. Deduct 15% for automatic.)</i>					
<b>ALFA ROMEO</b>					
RL Normale/Turismo	22–25	1,702	\$125,000	C	n/c
RL Targa Florio	23–24	4	\$825,000	A	n/c
RL Sport/Supersport	25–26	987	\$220,000	B	n/c
6C 1500 Normale	27–29	864	\$223,000	C	n/c
6C 1500 Sport	28	181	\$475,000	B	n/c
6C 1500 SS Supercharged	28	13	\$775,000	A	n/c
6C 1750 Turismo	29–33	1,100	\$150,000	C	n/c
6C 1750 Gran Touring	30–32	526	\$375,000	B	n/c
6C 1750 GS SC 2+2	30–33	inc.	\$705,000	B	n/c
6C 1750 GS SC Zagato	30–33	inc.	\$2,805,000	A	n/c
6C 1750 GS Touring	30–33	inc.	\$1,595,000	A	n/c
<i>(For previous two models, deduct up to \$100k for non-matching engines.)</i>					
8C 2300 long chassis	31–34	80	\$5,072,500	A	n/c
"Le Mans" Team Cars	31–34	12	\$6,197,000	A	n/c
8C 2300 short chassis (all)	31–34	48	\$3,819,000	A	n/c
8C 2300 "Monza"	31–34	39	\$11,990,000	A	n/c
Tipo B Monoposto (P3)	32–34	15	\$5,112,500	A	n/c
Tipo C Monoposto (8C-35)	35–36	6	\$6,800,000	A	n/c

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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
6C 2300 saloon coachwork	34-39	858	\$297,500	C	n/c
6C 2300 Sp. coachwork	34-39	748	\$546,500	B	-7%
6C 2300 Mille Miglia	38	101	\$1,050,000	A	n/c
8C 2900 short chassis	35-39	10	\$12,500,000	A	n/c
8C 2900 long chassis	36-39	32	\$15,250,000	A	n/c
6C 2500 SS (coachbuilt)	39-43	50-100	\$635,500	B	n/c
6C 2500 SS Corsa	39-40	10*	\$445,000	B	n/c
6C 2500 cabriolet (coachbuilt)	39-53	50*	\$346,000	B	n/c
6C 2500 SS (coachbuilt)	46-53	383	\$423,000	B	-Adj.
6C 2500 Frec. d'Oro	46-50	680	\$178,500	C	n/c
6C 2500 Villa d'Este	49-53	25	\$690,500	B	n/c
<i>(2,594 6C 2500 chassis of all types were built. Numbers above are included in that figure.)</i>					
1900 5-window coupe	51-54	949	\$416,000	B	n/c
1900 3-window coupe	55-58	854	\$244,000	B	n/c
1900 cabriolet	52	91	\$245,000	B	n/c
1900 Zagato (SSZ)	55-57	28*	\$1,100,000	A	n/c
<i>(6C and 1900 sedans are easily converted to MM or Zagato-bodied cars; provenance is critical.)</i>					
750 Sprint Normale	54-57	7,000*	\$94,000	B	n/c
<i>(These are all-event eligible, including the Mille Miglia. Early cars which retain their column shift are rare, only 1,500 were built up to 1956.)</i>					
750 Sprint Normale	58-59	inc.	\$77,000	C	n/c
750 Spider Normale	55-59	7,000*	\$78,500	C	n/c
750 Spider Veloce	56-57	50	\$125,500	B	n/c
750 Sprint (lightweight)	56-57	600*	\$306,500	A	n/c
750 Spider Veloce	58-62	1,203	\$102,000	B	-Adj.
750 Sprint Veloce (confortevole)	58	199	\$123,000	B	n/c
750 SS (low-nose)	57-58	100*	\$369,000	B	n/c
750/101 Sprint Veloce (transition)	58-61	764	\$68,000	B	n/c
101 1300 Spider Normale	59-62	7,800*	\$61,000	C	10%
101 1300 Spider Veloce	59-62	500*	\$87,500	B	n/c
101 1300 Sprint Normale	61-62	17,000*	\$63,000	C	n/c
101 1300 Sprint Veloce	61-62	1,900*	\$63,500	B	n/c
101 1300 Sprint Speciale	58-62	1,366	\$99,500	B	n/c
2000 Spider	58-62	3,443	\$113,000	C	-5%
2600 Spider	62-65	2,255	\$121,000	C	n/c
2600 Sprint	62-66	6,999	\$31,500	D	-Adj.
2600 Sprint Zagato	65-67	105	\$186,000	B	n/c
SZ-1	60-61	169	\$375,500	A	n/c
SZ-2	61-62	44	\$475,500	A	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
TZ-1	63-64	101	\$895,000	A	n/c
TZ-2	64-65	12	\$1,700,000	A	n/c
<i>(TZs and SZs are easy to fake. Prices are for authentic cars with reliable paperwork and no international critics.)</i>					
101 1600 Spider Normale	62-65	9,250	\$70,500	C	-3%
101 1600 Spider Veloce	64-66	1,091	\$96,000	B	n/c
101 1600 Sprint Normale	62-64	7,107	\$37,500	C	n/c
101 1600 Sprint Speciale	63-66	1,400	\$89,500	B	n/c
Giulia Sprint GT	63-66	21,452	\$39,000	C	+Adj.
Giulia Sprint GT Veloce	66-68	14,240	\$63,500	B	n/c
Giulia GTC	64-66	1,000	\$96,000	B	-Adj.
Giulia TI Super	63-64	500	\$35,000	B	n/c
Giulia Super	65-72	124,590	\$36,500	C	7%
4R Zagato	66-68	92	\$80,000	B	n/c
1600 GTA Stradale	65-67	560	\$252,000	B	n/c
1600 GTA Corsa	65-67	inc.	\$467,000	A	n/c
1300 GTA Jr. Stradale	68-71	447	\$264,000	B	n/c
1300 GTA Jr. Corsa	68-71	inc.	\$233,500	A	n/c
1750 GTAM	68-72	40	\$235,000	A	n/c
<i>(GTA prices are especially affected by originality, completeness and history.)</i>					
TT 33/2 Stradale	67-69	18	\$2,225,500	A	n/c
TT 33/2 (2-liter)	67-69	30	\$868,500	A	n/c
TT 33/3 (3-liter)	69-72	20	\$828,500	A	n/c
TT 33 12-cylinder	75	12	\$523,500	B	n/c
TT 33 SC 12 (Supercharged)	77	2	\$625,000	B	n/c
Duetto	66-67	15,047	\$50,000	B	17%
Spider 1750 (Roundtail)	68-69	inc.	\$33,500	B	-2%
GTV 1750	69	44,265	\$88,000	B	+Adj.
1300 Junior Zagato	68-72	1,108	\$45,000	B	n/c
1600 Junior Zagato	72-75	402	\$79,000	B	n/c
Montreal	72-75	3,925	\$68,000	C	n/c
Berlina 1750/2000	69-74	n/a	\$10,000	D	n/c
GTV 1750/2000	70-74	37,459	\$35,500	C	9%
Spider 1750/2000	70-74	n/a	\$18,500	C	n/c
Spider 2000	75-81	n/a	\$7,500	D	-1%
Alfetta sedan	75-79	n/a	\$8,000	F	n/c
<i>(Deduct \$500 for automatic.)</i>					
Alfetta GT (U.S.)	75-79	13,715	\$8,500	F	n/c
Spider 2000	82-84	n/a	\$11,500	D	n/c
GTV-6 coupe	81-83	n/a	\$6,000	D	n/c

*\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number*

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
GTV-6 Balocco coupe	82	350	\$6,500	C	n/c
GTV-6 coupe	84-86	n/a	\$6,000	C	n/c
GTV-6 Maratona coupe	84	n/a	\$7,000	C	n/c
GTV-6 Callaway Twin Turbo coupe	85	n/a	\$21,500	B	n/c
Spider 2000	85-86	n/a	\$7,000	D	-11%
Milano sedan	87-89	n/a	\$4,000	D	n/c
<i>(Deduct \$1,000 for automatic.)</i>					
Milano Verde sedan	87-89	n/a	\$6,000	C	n/c
Spider 2000	87-90	n/a	\$8,000	D	8%
Zagato SZ (ES 30)	90-92	1,020	\$54,000	C	-3%
164/164L sedan	91-95	n/a	\$3,500	F	n/c
164S sedan	91-95	n/a	\$4,500	C	-Adj.
<i>(For '94-'95 164, add \$2,000 for 4-cam on "L" and "LS" models. For '95 164Q, add \$3,000.)</i>					
Spider 2000	91-92	n/a	\$15,500	D	-4%
Spider 2000 (com. ed.)	93	n/a	\$17,500	D	n/c
<i>(Deduct \$1,500 for automatic.)</i>					
8C Competizione	07-09	500	\$292,500	C	n/c
8C Spider	08-10	500	\$346,500	C	n/c
<b>ALLARD</b>					
M1	47-50	500*	\$31,500	B	-5%
J2	50-51	90	\$249,500	B	n/c
K2	51-52	119	\$111,000	B	n/c
K3	52-54	62	\$88,000	B	n/c
J2X	52-54	83	\$283,000	B	n/c
<b>ALPINE</b>					
A110	63-76	7,500	\$133,500	C	+Adj.
A110 1600S	70-75	inc.	\$170,500	B	-8%
<b>ALVIS</b>					
Speed 20	32-36	1,165	\$113,000	B	-17%
Speed 25	36-42	391	\$74,000	B	n/c
TA 14	46-50	3,311	\$19,500	C	n/c
TA 21	50-53	1,316	\$34,500	C	-Adj.
<b>AMPHICAR</b>					
770 convertible	61-68	3,878	\$47,000	C	-3%
<b>ARNOLT-BRISTOL</b>					
Bolide roadster	54-59	142	\$401,000	B	n/c
DeLuxe roadster	54-59	inc.	\$368,000	A	n/c
Mk II coupe	54-59	3	\$332,500	A	n/c

	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>ASTON MARTIN</b>					
<i>(For all Aston serial production cars through current, deduct 25% for RHD in U.S. only.)</i>					
DB2 coupe	50–53	302	\$149,000	C	-11%
DB2 DHC	50–53	102	\$416,000	B	n/c
DB3 coupe	51–53	10	\$2,500,000	A	n/c
DB2/4 coupe	53–55	492	\$208,500	C	3%
DB2/4 DHC	53–55	73	\$479,000	B	15%
DB2/4 Bertone Spyder	53–55	3	\$2,255,000	A	n/c
DB3S team car	53–56	11	\$5,250,000	A	n/c
DB3S customer car	53–56	10	\$4,592,500	A	n/c
DB2/4 Mk II coupe	55–57	199	\$310,500	C	3%
DB2/4 Mk III coupe	57–59	551	\$220,000	C	-11%
DB2/4 Mk III DHC	57–59	inc.	\$522,000	B	n/c
DB2/4 Mk III notchback	57–59	inc.	\$244,000	B	n/c
DBR1	56–60	5	\$15,000,000	A	n/c
DBR2	57	2	\$15,000,000	A	n/c
DB4 Series I–IV coupe	58–62	925	\$508,000	B	-3%
DB4 Series V coupe	62–63	185	\$697,000	B	n/c
DB4 DHC (Series I–V)	58–63	70	\$1,033,500	B	n/c
<i>(For Series IV–V SS triple-carb engine, add \$10,000; Series V covered headlights, add \$10,000.)</i>					
DB4GT	59–63	75	\$3,413,500	A	n/c
DB4GT Zagato	60–63	19	\$12,332,500	A	n/c
<i>(For factory team race cars—1VEV and 2VEV—add up to 50%.)</i>					
DB5 coupe	63–65	886	\$778,000	A	5%
DB5 Vantage coupe	63–65	inc.	\$1,110,000	A	n/c
DB5 DHC	64–65	123	\$1,387,500	A	n/c
DB5 Shooting Brake	64–65	12	\$1,765,000	C	n/c
DB6 Mk I Volante (short chassis)	65–66	37	\$2,019,500	B	n/c
DB6 coupe	65–69	1,321	\$267,000	B	n/c
DB6 Vantage coupe	65–69	inc.	\$390,000	B	n/c
DB6 Shooting Brake	65–69	6	\$675,000	C	n/c
DB6 Mk I Volante (long chassis)	66–69	140	\$625,000	B	n/c
DBS (6 cyl.)	67–72	857	\$154,000	D	5%
DB6 Mk II coupe	69–70	240	\$344,500	B	-Adj.
DB6 Mk II Volante	69–70	38	\$887,000	B	1%
<i>(Add \$15,000 for Vantage.)</i>					
DBS V8	70–72	399	\$147,500	C	+Adj.
Vantage	72–73	70	\$93,000	C	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values Median	Invest. Grade	Median % Change
V8 Series II/III <i>(V8 Series II/III pre- "Oscar India" V8s have leather dashes. Production for Series III Vantages was 43.)</i>	74-79	1,259	\$130,500	C	4%
V8 Volante <i>(All Volantes had "Oscar India" wood dashes.)</i>	79-82	350	\$173,500	C	-6%
V8 Series IV (carb.) <i>("Oscar India" Series IVs can be identified by their wood dashes.)</i>	79-85	299	\$227,000	C	+Adj.
V8 Series IV (inj.)	86-89	4	\$166,000	C	n/c
Lagonda saloon	83-85	645	\$63,000	D	-Adj.
V8 Volante <i>(Injection became standard in late '86.)</i>	83-86	inc.	\$170,500	C	n/c
V8 Vantage Volante	87-89	58	\$421,500	B	-3%
Lagonda saloon	85-87	inc.	\$56,000	D	-Adj.
V8 Volante (inj.)	86-89	n/a	\$261,000	C	-4%
Lagonda saloon	88-89	inc.	\$95,000	D	-18%
Virage coupe	91-92	370	\$36,000	C	n/c
Virage Volante	92-93	134	\$109,000	C	n/c
Virage Volante (Widebody)	93	13	\$102,000	C	n/c
DB7 coupe	97-03	n/a	\$35,500	C	-8%
DB7 Volante	97-03	n/a	\$32,000	C	n/c
DB7 Zagato	02-03	100	\$404,000	B	n/c
DB AR1 roadster	03-04	99	\$280,000	B	n/c
Vanquish coupe	02-05	n/a	\$57,000	C	n/c
Vanquish S coupe	05-07	n/a	\$126,500	C	n/c
DB9 coupe	04-16	n/a	\$55,000	C	-12%
DB9 Volante	04-16	n/a	\$48,500	C	n/c
Vanquish	14-	n/a	\$203,500	C	n/c
<b>AUDI</b>					
Quattro Sport SWB	85-86	214	\$459,000	B	n/c
Quattro coupe	83-91	n/a	\$38,500	D	n/c
TT coupe	00-06	184,041	\$7,000	D	-2%
TT convertible	01-06	91,298	\$6,500	D	-6%
<b>AUSTIN/MORRIS</b>					
Mini Cooper	62-64	30,000*	\$24,000	C	-Adj.
Mini Cooper S	64-66	13,922	\$52,500	B	1%
<i>(Model years and non-S production numbers for U.S. models only.)</i>					
<b>AUSTIN-HEALEY</b>					
100-4 BN1 (3-sp)	53-55	10,010	\$64,000	B	3%
100-4 BN2 (4-sp)	55-56	4,604	\$61,500	B	n/c
100 w/complete Le Mans kit	53-56	n/a	\$97,000	B	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
100S	55	50	\$1,034,500	A	n/c
100M	55–56	640	\$164,000	B	n/c
100-6 BN4 (2+2)	56–59	11,294	\$32,000	C	-8%
100-6 BN6	56–59	4,150	\$54,000	C	2%
3000 Mk I BT7 (2+2)	59–61	10,825	\$57,500	B	7%
3000 Mk I BN7	59–61	2,825	\$50,500	B	-6%
3000 Mk II BT7 (2+2) tri-carb	61–62	5,096	\$49,500	B	-10%
3000 Mk II BN7 tri-carb	61–62	355	\$76,500	B	n/c
<i>(For 100-6/3000, add \$10,000 for factory 2-seat hard top; \$7,500 for 4-seat hard top. Deduct \$2,000 for disc wheels.)</i>					
3000 Mk II BJ7 (roll-up windows)	62–63	6,113	\$50,000	C	3%
3000 Mk III BJ8	63–67	17,712	\$65,500	B	n/c
Sprite Mk I (Bugeye/Frogeye)	58–61	48,987	\$17,500	B	1%
Sprite Mk II	61–64	31,665	\$11,500	C	n/c
Sprite Mk III	64–66	25,905	\$6,500	C	-19%
Sprite Mk IV	66–71	22,790	\$5,500	C	n/c

## BENTLEY

*(For all pre-war chassis types add up to 100% for original or exceptional coachwork, matching numbers, or racing provenance.)*

3 Litre, closed	22–25	1,622	\$160,000	A	n/c
3 Litre, open	22–25	inc.	\$318,500	A	-6%
3 Litre Speed Model (Red Badge), closed	23–29	inc.	\$185,000	A	n/c
3 Litre Speed Model (Red Badge), open	23–29	inc.	\$511,500	A	+Adj.
3 Litre Speed Model Super Sports	22–25	18	\$601,000	A	n/c
6½ Litre, closed	25–30	545	\$933,000	A	n/c
6½ Litre, open	25–30	inc.	\$1,232,500	A	6%
4½ Litre, closed	27–31	665	\$726,000	A	n/c
4½ Litre, open	27–31	inc.	\$686,000	A	-5%
4½ Litre Supercharged	29–31	55	\$2,102,500	A	n/c
6½ Litre Speed Six, open or closed	28–30	inc.	\$2,434,000	A	n/c
8 Litre, open or closed	29–31	100	\$885,000	A	-1%
4 Litre, open or closed	31–32	50	\$250,000	C	n/c
3½ Litre, closed	33–36	1,177	\$58,000	B	-5%
3½ Litre, open	33–36	inc.	\$165,000	B	11%
4¼ Litre, closed	36–39	1,234	\$97,000	B	n/c
4¼ Litre, open	36–39	inc.	\$202,500	B	-Adj.

*(1938–39 MR/MX series, add 15%. Cars with unusual and/or exceptional coachwork may be worth multiples of these amounts.)*

*(Deduct 25%–50% for RHD to LHD conversions.)*

Mk VI standard steel saloon	46–52	5,368	\$39,500	C	n/c
<i>(Add 40% for 4.6-liter engine.)</i>					
Mk VI coachbuilt, closed	47–52	inc.	\$63,000	B	-Adj.

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Mk VI coachbuilt, open	47–52	inc.	\$152,000	A	-2%
R-type standard steel saloon	52–55	2,486	\$27,000	C	5%
R-type coachbuilt, closed	52–55	inc.	\$44,000	B	-12%
R-type coachbuilt, open	52–55	inc.	\$115,500	A	n/c
R-type Continental	52–55	208	\$923,500	A	n/c
S1 standard steel saloon	55–59	3,107	\$31,000	B	11%
S1 Continental, closed	55–58	431	\$494,500	A	n/c
S1 Continental, open	55–58	inc.	\$1,152,000	A	-6%
S1 Continental Flying Spur	58–59	inc.	\$231,500	A	n/c
S2 standard steel saloon	60–62	1,922	\$32,500	C	n/c
S2 Continental, closed	59–62	388	\$175,000	A	-16%
S2 Continental, open	59–62	inc.	\$214,500	A	11%
S3 standard steel saloon	62–65	1,286	\$31,000	C	-9%
S3 standard steel saloon, LWB	62–65	1,318	\$38,000	B	n/c
S3 Continental, closed	62–66	312	\$134,000	A	-18%
S3 Continental, open	62–66	inc.	\$171,500	A	n/c
S3 Continental Flying Spur	63–66	inc.	\$649,000	A	n/c
T1 standard steel saloon	65–76	1,721	\$23,000	D	n/c
T1 convertible	65–76	n/a	\$24,500	C	n/c
Corniche	71–80	n/a	\$33,500	D	n/c
T2	77–81	568	\$14,500	D	n/c
Mulsanne	80–87	533	\$16,000	D	+Adj.
Corniche I	81–87	45	\$56,000	C	n/c
Eight	84–92	1,736	\$8,000	D	-8%
Turbo R	85–98	5,864	\$20,000	D	9%
Corniche II	86–89	n/a	\$83,000	D	n/c
Mulsanne S	88–92	970	\$14,000	D	9%
Continental R	91–01	n/a	\$45,000	D	3%
Brooklands	93–97	1,380	\$12,500	C	-9%
Brooklands R	97–98	339	\$23,000	C	3%
Turbo S	95	60	\$41,500	C	n/c
Azure	95–02	1,098	\$56,000	C	-2%
Continental T	96–02	557	\$96,500	C	+Adj.
Azure Mulliner	99–03	154	\$72,000	C	n/c
Arnage Green Label	99	n/a	\$32,000	C	14%
Continental R Millennium	00	46	\$62,500	C	n/c
Arnage Red Label	00–02	2,273	\$35,500	C	+Adj.

	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>BITTER</b>					
SC coupe	83–84	n/a	\$8,500	F	n/c
SC coupe	85	n/a	\$10,000	F	n/c
<b>BIZZARRINI</b>					
5300 GT & Strada	65–69	100*	\$849,500	B	n/c
<i>(Bizzarrinis have begun to be created from whole cloth. History must be bulletproof. Deduct 35% for fiberglass "America" models.)</i>					
<b>BMW</b>					
319/1	34–36	178	\$163,000	B	n/c
328	37–39	465	\$621,000	A	n/c
Isetta 250/300	55–62	158,728	\$31,000	C	-4%
Isetta 600 2+2	57–59	34,813	\$31,500	D	n/c
503 coupe	56–59	413	\$189,500	B	n/c
503 convertible	56–59	inc.	\$356,000	B	n/c
507 roadster	56–59	253	\$2,605,500	A	n/c
<i>(Add \$15k for Rudge knockoffs; \$15k for factory hard top. Deduct \$15k if car has sedan replacement block.)</i>					
3200 CS	62–65	603	\$59,000	C	n/c
2800 CS	68–71	9,399	\$33,500	C	n/c
3.0 CSL	71–72	1,039	\$128,000	C	n/c
3.0 CSL "Batmobile"	72–75	167	\$267,500	C	n/c
3.0 CS	72–74	11,063	\$46,500	C	8%
1600 coupe	67–70	277,320	\$13,500	C	n/c
2002 coupe	68–71	339,084	\$25,500	C	7%
2002 coupe	72–73	inc.	\$19,000	C	+Adj.
2002 tii coupe	72–74	38,701	\$37,000	B	6%
2002 turbo coupe	73–74	1,672	\$121,500	B	-8%
2002 coupe	74–76	inc. 2002	\$11,500	C	17%
320i coupe	77–83	389,101**	\$11,000	D	-1%
318i coupe	84–85	192,566*	\$4,500	F	n/c
325e coupe	84–87	17,756	\$9,500	F	-15%
325i coupe	87–88	352,993**	\$3,500	F	n/c
325i convertible	87–91	inc.	\$8,000	D	n/c
<i>(3-Series production totals are worldwide.)</i>					
633 CSI coupe	78–82	32,292	\$42,500	D	-5%
633 CSI coupe	83–84	5,332	\$10,000	D	n/c
635 CSI coupe	85–87	17,354	\$15,000	D	17%
635 CSI coupe	88–89	4,241	\$40,000	D	+Adj.
850i coupe	91–92	11,932	\$16,000	D	-2%
850 CSI	94–96	225	\$185,000	C	15%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values Median	Invest. Grade	Median % Change
840i coupe	94–97	5,808	\$10,500	D	n/c
M1 coupe	79–80	450	\$429,000	B	n/c
<i>(M1 production numbers include Group 4 &amp; 5 competition models.)</i>					
M3 coupe	86–91	17,970	\$78,500	C	-8%
M5 sedan	87–96	12,254	\$50,500	D	-12%
M6 coupe	87–88	5,803	\$45,000	D	n/c
M3 coupe	95–97	22,597	\$13,000	C	-1%
Z1 roadster	89–91	8,000	\$49,000	C	n/c
Z3 roadster (4-cyl.)	96–97	261,029	\$6,500	D	8%
Z3 roadster (6-cyl.)	97–02	inc.	\$8,000	C	5%
<i>(Add up to \$10,000 for M roadster.)</i>					
Z3 M coupe	99–02	2,858	\$41,500	B	NI†
Z8	00–03	5,703	\$189,000	C	-1%
<i>(Add up to 15% for Alpina.)</i>					
<i>(Most serial production BMWs should be regarded as "used cars." Condition is the prime determinant of value.)</i>					

### BRICKLIN

SV1 coupe	74–75	2,897	\$10,500	D	-9%
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### BUGATTI

Type 35	24–30	100*	\$1,077,500	B	11%
Type 35A	25–30	100*	\$1,175,000	B	n/c
Type 35B/C	27–30	40*	\$1,377,000	B	n/c
Type 37 Grand Prix	25–29	291	\$660,000	A	n/c
Type 43/43A	27–31	160	\$987,500	B	n/c
Type 44 cabriolet	27–30	1,250	\$361,000	B	2%
Type 13/23 Brescia	30–34	2,000	\$544,500	B	n/c
Type 57/57C Stelvio cabriolet	34–39	100	\$492,000	A	n/c
Type 57S Atalante coupe	36–38	40	\$2,336,000	A	-17%
Type 57SC Atalante coupe	36–38	2	\$7,920,000	A	n/c
Type 57SC Atlantic coupe	36–38	4	\$35,000,000	A	n/c
Type 57/57C Ventoux	36–38	140	\$885,000	A	n/c
Type 57/57C Galibier	36–38	180	\$273,000	A	n/c
EB110	92–95	139	\$844,000	B	n/c
EB110 SS	94–95	29	\$1,867,500	A	n/c
Veyron	06–11	300	\$1,312,000	B	3%
Veyron 16.4 Grand Sport	09–11	n/a	\$2,053,500	B	n/c
Veyron 16.4 Super Sport	10–11	n/a	\$2,691,500	B	n/c
Veyron 16.4 Grand Sport Vitesse	14–15	n/a	\$2,053,500	B	n/c
Chiron	17–	n/a	\$3,772,500	B	n/c

	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>CISITALIA</b>					
202MM (Spyder Nuvolari)	47–51	30	\$502,500	A	n/c
<i>(For incorrect engine, deduct 25%. Be careful, as Cisitalias are easy to fake. Replicas won't have proper Cisitalia chassis numbers. They generally have a Simca engine and have perfect welds. Double check all paperwork.)</i>					
202 coupe	47–54	153	\$286,500	A	n/c
202 Spyder Vignale	47–54	17	\$346,500	A	n/c
<b>CITROËN</b>					
DS21 Decapotable	64–71	1,246	\$236,000	A	1%
SM	70–75	12,920	\$47,000	B	-1%
<b>DAIMLER</b>					
SP250	59–64	2,650	\$29,500	C	-Adj.
2.5 V8	62–67	n/a	\$16,500	D	n/c
V8 250 Mk II	67–69	n/a	\$9,500	D	n/c
Sovereign	66–69	5,824	\$11,500	D	n/c
<b>DATSUN</b>					
1600 convertible	66–67	24,000*	\$40,500	C	+Adj.
1600 convertible	68–70	7,350*	\$7,000	C	-Adj.
2000 convertible	68–70	14,450*	\$7,500	C	-Adj.
510 sedan	68–73	423,000*	\$8,500	C	n/c
510 wagon	68–72	127,562	\$5,500	C	n/c
240Z	70	16,215	\$37,500	B	n/c
240Z	71–73	131,900	\$33,500	B	-1%
260Z	74–75	101,479	\$17,500	D	-Adj.
280Z	75–78	182,385	\$16,500	D	-1%
280ZX	79–83	603,627	\$8,500	D	-4%
<b>DELAJE</b>					
D8 Torpedo	29–31	est. 200	\$312,000	A	n/c
D8S cabriolet	30–33	inc.	\$650,000	A	n/c
D8-15 coupe	32–34	inc.	\$122,500	A	n/c
D8-85 cabriolet	34–35	inc.	\$200,000	A	n/c
D8-100 cabriolet	34–35	inc.	\$327,500	A	n/c
D8-105 cabriolet	34–35	inc.	\$295,000	A	n/c
D8-120 cabriolet	36–39	inc.	\$735,500	A	n/c
D8-120 Aerosport	36–39	inc.	\$835,000	A	n/c
<i>(Prices are for factory coachwork. Cars with unusual and/or exceptional coachwork may be worth multiples of these amounts.)</i>					
<b>DELAHAYE</b>					
135 MS coupe	35–39	n/a	\$385,000	B	n/c
135 MS cabriolet	35–39	n/a	\$413,000	A	-15%
135 Special (race car)	36	14	\$1,349,500	A	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
145	37	4	\$3,000,000	A	n/c
135 M coupe	46–53	n/a	\$320,000	B	-5%
135 M cabriolet	46–53	n/a	\$335,000	A	n/c
135 MS cabriolet	46–53	n/a	\$550,000	A	n/c
175/178/180 coupe & cabriolet	48–51	51	\$276,000	B	n/c
235	51–54	84	\$455,000	B	n/c

(Prices can vary greatly depending on coachwork and history; est. \$850k–\$2m for Figoni et Falaschi.)

### DELOREAN

DMC-12	81–83 <sup>1</sup>	8,583*	\$33,000	C	-6%
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(<sup>1</sup>Includes 3 gold-plated cars.)

### DETOMASO

Valllunga	67	50*	\$164,500	C	n/c
Mangusta	67–71	400*	\$265,000	C	-5%
Pantera	71–74	5,629	\$89,000	C	-11%
Pantera GT/L, GTS	75–89	3,500*	\$140,000	B	-7%

(For GTS, add \$10,000.)

Longchamp coupe	72–89	395	\$25,000	C	n/c
Longchamp convertible	80–89	14	\$35,500	C	n/c

### DUAL-GHIA

Convertible	56–58	117	\$351,500	B	3%
L6.4 Coupe	61–63	26	\$425,000	B	n/c

### ELVA

Courier (Mk I–Mk IV)	58–69	500*	\$17,500	C	n/c
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### FACEL VEGA

FV (all models)	55–58	353	\$214,500	B	6%
HK500	59–61	500	\$143,000	B	n/c
Facel II	62–64	184	\$313,000	B	-Adj.
Facel III	62–64	1,500	\$72,000	C	n/c

### FERRARI

166 Spyder Corsa	47–48	8	\$2,621,500	A	n/c
166 MM Berlinetta	48–50	12	\$4,977,500	A	n/c
166 MM Barchetta	48–50	25	\$6,900,000	A	n/c
166 Inter	48–51	37	\$911,500	B	n/c
195 Inter	50–52	25	\$895,000	B	n/c
340 America Closed	51	12	\$3,635,000	A	n/c
340 America Open	51	13	\$4,530,000	A	n/c
340 Mexico	52	4	\$4,992,500	A	n/c
212 Export (closed)	51–52	9	\$2,435,000	B	n/c
212 Export (open)	51–52	8	\$4,850,000	B	n/c

Adj: adjustment of 20% or more; n/c: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
212 Touring Barchetta	51–52	10	\$1,550,000	A	n/c
212 Inter	51–52	84	\$1,394,000	B	n/c
225 Sport	52	22	\$1,237,500	A	n/c
166 MM Berlinetta Series II	52–53	4	\$1,600,000	A	n/c
166 MM Spyder Series II	52–53	9	\$4,256,500	A	n/c
250 MM Vignale Spyder/coupe	52–53	15	\$5,395,000	A	n/c
250 MM PF Berlinetta	52–53	17	\$4,250,000	A	n/c
342 America cabriolet	52–53	3	\$2,255,000	A	n/c
340 MM	53	9	\$5,223,500	A	n/c
500 Mondial	53–54	33	\$4,455,000	A	n/c
375 MM PF Spyder	53–54	14	\$12,813,000	A	n/c
375 MM PF Berlinetta	53–54	7	\$12,813,000	A	n/c
250 Europa Series I	53–54	18	\$3,462,500	B	n/c
375 America	53–54	12	\$1,980,000	A	n/c
375 MM+	54	6	\$15,500,000	A	n/c
250 Monza	54	4	\$3,875,000	A	n/c
750 Monza	54–55	33	\$4,647,500	A	n/c
250 Europa Series II	54–55	34	\$2,248,500	B	n/c
410 Sport Spyder/coupe	55	4	\$15,625,000	A	n/c
860 Monza	55–56	2	\$5,500,000	A	n/c
500 TR	56	17	\$2,300,000	A	n/c
410 Superamerica	56–59	37	\$4,430,000	A	n/c
250 GT Boano	56–58	130	\$767,500	B	n/c
*Ellena	inc.		\$802,500	B	n/c
*Alloy-bodied	inc.		\$1,133,000	B	n/c
250 GT Tour de France	56–59	77	\$5,890,000	A	n/c
<i>(Early Pininfarina-bodied "roundtail" TdFs [56] will command a premium.)</i>					
*14-louver competition car		8 (inc.)	\$10,659,500	A	n/c
*Zagato-bodied		5 (inc.)	\$10,875,500	A	n/c
500 TRC	57	19	\$4,253,000	A	n/c
250 Testa Rossa (all)	56–61	34	\$28,095,000	A	n/c
250 GT PF cabriolet Series I	57–59	40	\$6,245,500	A	n/c
250 GT PF cabriolet Series II	59–62	200	\$1,682,500	B	1%
250 GT Spyder California LWB	57–60	42	\$9,689,000	A	n/c
*Alloy-bodied		9	\$14,900,000	A	n/c
250 GT Spyder California SWB	60–63	51	\$17,990,000	A	n/c
*Alloy-bodied		3	\$18,250,000	A	n/c
250 GT Interim Berlinetta	59	7	\$4,800,000	A	n/c
250 GT Pininfarina coupe	59–62	350	\$654,500	B	-2%

*\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number*

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
250 GT SWB (steel)	60–62	122	\$7,870,000	A	n/c
*Alloy-bodied w/no stories		inc.	\$11,687,500	A	n/c
*SEFAC variant	61	23	\$13,250,000	A	n/c
400 Superamerica coupe	60–64	36	\$3,080,000	A	n/c
400 Superamerica cabriolet	60–64	11	\$7,012,500	A	n/c
250 GTE 2+2	60–63	955	\$453,000	C	8%
250 GTO	62–64	39	\$48,405,000	A	n/c
250 GT/L Lusso	62–64	350	\$1,402,500	B	-6%
330 LM Berlinetta	63	4	\$40,000,000	A	n/c
330 America	63	50	\$412,500	B	n/c
330 GT 2+2 Series I (4-headlight)	63–65	1,080	\$203,000	C	-3%
330 GT 2+2 Series II (2-headlight)	65–68	inc.	\$280,000	C	7%
250 LM (no stories)	64–65	32	\$11,550,000	A	n/c
500 Superfast	64–66	36	\$2,443,500	A	n/c
275 GTB	64–66	440	\$2,367,500	A	n/c
<i>(Add 20% for long-nose; \$75k for 6 carbs; \$150k for alloy body; \$25k for outside filler cap.)</i>					
275 GTB/C Series I	65	11	\$6,000,000	A	n/c
275 GTS	65–66	200	\$1,325,000	B	n/c
275 GTB/C Series II	66	12	\$14,520,000	A	n/c
275 GTB/4	66–68	330	\$2,750,000	A	n/c
<i>(Add \$500k for alloy body.)</i>					
275 GTB/4 NART Spyder	67–68	10	\$27,500,000	A	n/c
330 GTC	66–68	600	\$570,000	B	-3%
330 GTS	66–68	100	\$2,012,500	B	-3%
365 Spyder California	66–67	14	\$2,250,000	A	n/c
206 GT Dino	67–68	152	\$423,000	B	n/c
365 GTC	68–70	168	\$720,000	B	-15%
365 GT 2+2	68–71	809	\$220,000	C	-4%
365 GTB/4 Daytona coupe	68–73	1,279	\$630,500	B	-12%
365 GTS	69	20	\$2,205,000	B	n/c
365 GTB/4C (Fact. Daytona Comp.)	71–73	15	\$4,000,000	A	n/c
365 GTS/4 Daytona Spyder	72–73	121	\$2,640,000	A	n/c
365 GTC/4	71–72	500	\$242,000	C	2%
246 GT Dino coupe	69–74	2,609	\$373,500	B	n/c
246 GTS Dino Spyder	72–74	1,274	\$435,000	B	-2%
<i>(Add 15% for "chairs and flares.")</i>					
365 GT4 2+2	72–76	521	\$95,000	D	n/c
365 GT4 BB	74–76	387	\$357,000	B	-11%



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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
308 GT4 2+2	74-79	2,826	\$51,000	C	-15%
308 GTB vetroresina (fiberglass) <i>(Add \$5,000 for dry sump.)</i>	75-77	712	\$163,000	C	n/c
308 GTB (steel)	75-79	2,185	\$59,000	C	-Adj.
308 GTS <i>(Deduct 30% for 208 GT4.)</i>	77-79	3,219	\$49,500	C	-7%
512 BB	76-81	929	\$290,500	B	-3%
400 2+2 carbureted <i>(Add \$5,000 for 400/400i w/5-sp.)</i>	76-80	502	\$53,500	D	-4%
512 BB LM	79-80	25	\$1,051,500	B	n/c
308 GTBi	80-82	494	\$61,500	D	1%
308 GTSi	80-82	1,749	\$51,500	D	3%
400i	80-84	1,308	\$53,500	D	n/c
Mondial 8 coupe	81-82	703	\$28,000	D	n/c
512 BBi	82-84	1,007	\$252,500	B	n/c
308 GTB QV	83-85	748	\$74,000	C	n/c
308 GTS QV	83-85	3,042	\$56,500	C	2%
Mondial coupe QV	83-85	1,145	\$34,000	D	n/c
Mondial cabriolet QV	83-85	629	\$33,500	C	-13%
288 GTO	84-85	272	\$2,540,500	B	-14%
Testarossa	85-87.5	7,200	\$105,500	C	1%
Testarossa	87.5-91	inc.	\$106,500	C	n/c
412 <i>(Add \$5k for 5-sp.)</i>	85-89	576	\$75,500	D	n/c
Mondial 3.2 coupe	86-88	987	\$33,500	D	n/c
Mondial 3.2 cabriolet	86-88	810	\$51,500	C	n/c
328 GTB	86-88	1,345	\$95,500	B	1%
328 GTB	89	inc.	\$106,500	B	n/c
328 GTS	86-88	6,068	\$73,000	B	5%
328 GTS	89	inc.	\$79,500	B	n/c
F40	88-92	1,311	\$1,242,500	A	-5%
Mondial t coupe	89	858	\$40,500	C	-Adj.
Mondial t cabriolet	89-91	1,017	\$43,500	D	-6%
348 tb	89-94	2,894	\$58,000	D	n/c
348 ts	89-94	4,228	\$50,500	D	-2%
512 TR	91-94	2,261	\$148,000	C	4%
456 GT	92-98	1,548	\$58,500	C	-10%
456 GTA	96-98	403	\$49,500	C	n/c
456M GT/GTA	98-03	403	\$65,000	C	2%

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
348 Spider	93–95	1,146	\$55,000	C	n/c
F512 M	94–96	501	\$307,500	C	-13%
F355 Berlinetta	94–98	3,829	\$75,500	B	7%
F355 GTS	95–98	529	\$72,500	B	-6%
F355 Spider	95–99	2,664	\$69,000	B	n/c
F50	95–97	349	\$1,937,000	A	-5%
550 Maranello	96–01	3,600	\$108,500	C	-6%
550 Barchetta	00–01	448	\$353,000	C	-12%
355 Serie Fiorano	99	104	\$83,500	B	n/c
360 Modena	99–04	8,800	\$82,500	C	n/c
360 Modena Spider	00–04	7,565	\$84,000	C	-6%
<i>(Deduct \$25k for gray-market cars.)</i>					
360 Modena Challenge Stradale	99–04	378	\$203,000	C	n/c
F430 Berlinetta	04–09	n/a	\$103,000	C	n/c
F430 Spider	05–09	n/a	\$137,500	C	-4%
F430 Scuderia	07–09	n/a	\$193,000	C	1%
F430 Scuderia Spider 16M	08–09	499	\$324,000	C	n/c
Enzo	02–03	400	\$2,531,000	B	n/c
FXX	05–06	30	\$3,403,500	B	n/c
575M Maranello	02–05	2,100*	\$106,500	C	-12%
575M Maranello (6-speed)	02–05	inc.	\$243,500	B	NL†
575 Superamerica	04–05	559	\$311,500	B	-1%
575 Superamerica (6-speed)	04–05	inc.	\$792,500	A	NL†
612 Scaglietti	04–10	n/a	\$90,000	C	-7%
599 GTB Fiorano	06–11	n/a	\$167,000	C	-2%
599 GTB Fiorano (6-speed)	06–11	30	\$478,000	B	-6%
599 GTO	10–11	599	\$604,500	B	-1%
599 SA Aperta	11	80	\$1,063,000	B	-1%
California	09–13	n/a	\$113,000	C	-2%
458 Italia	10–15	n/a	\$168,000	C	-2%
458 Spider	12–15	n/a	\$222,000	C	4%
458 Speciale	13–15	n/a	\$382,000	C	n/c
458 Speciale A	14–15	n/a	\$676,500	C	n/c
California T	15–18	n/a	\$258,500	C	n/c
F12 Berlinetta	12–17	n/a	\$283,500	C	n/c
F12tdf	15–17	n/a	\$971,500	B	-2%
LaFerrari	13–15	499	\$3,080,000	B	n/c

*(Concerning "cut-cars": Non-factory, non-NART Spyder conversions are valued primarily by the quality of workmanship. In today's market, rarely is a cut car valued more than the coupe from which it is derived.)*

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
<b>Formula One Cars</b>					
312 "Spaghetti Exhaust"	'60s	12	\$2,310,000	A	n/c
70-80 312 B & T series	68-70	40*	\$6,000,000	A	n/c
Turbocharged	81-88	36*	\$753,000	A	n/c
<b>Ferrari Sports Prototype Racers</b>					
Front-engined V6 (Dinos) <i>(Includes 196, 206, 246, 296 S without stories.)</i>	57-60	6*	\$4,250,000	A	n/c
Rear-engined V6 & V8 Dino racers <i>(Includes 166, 196, 246, 286, 268 SPs without stories.)</i>	61-67	25*	\$2,675,500	A	n/c
Rear-engined V12 racers <i>(Includes 250 P, 275 P, 330 P, 330 P2, 275 P2, 365 P, 330 P3, 365 P2/3, 330 P4, 330 P3/4 [412 P] without stories.)</i>	63-67	22*	\$27,500,000	A	n/c
<b>FIAT</b>					
8V (body by Rapi)	53-55	114	\$1,141,500	B	n/c
8V (body by Zagato)	53-55	28 (inc.)	\$1,705,500	A	n/c
8V Show Cars/Other Coachwork <i>(Correct 8V engines are difficult to find. Deduct 70% for incorrect type or no engine. Add 25% for significant, documented history. Ghia Supersonic valued as Zagato.)</i>		inc.	\$1,362,500	B	n/c
1100/1200 TV roadster	57-58	n/a	\$43,000	C	n/c
1500/1600 OSCA roadster	59-63	n/a	\$36,000	C	n/c
1200/1500 roadster	59-67	n/a	\$28,500	D	n/c
Dino Spider <i>(A premium is paid for the 2400 over the 2000, in some cases up to 50%.)</i>	66-72	1,989	\$116,000	B	1%
Dino coupe	66-72	5,814	\$51,500	D	n/c
850 Spider	67-74	124,660	\$20,000	D	n/c
124/2000 Spider	68-85	150,000*	\$8,500	C	-3%
X1/9	74-90	150,000*	\$20,500	D	1%
<b>FRAZER NASH</b>					
Le Mans Replica	48-56	34	\$574,500	B	n/c
<b>GORDON-KEEBLE</b>					
GK1 coupe	64-68	99	\$65,000	C	n/c
<b>HISPANO-SUIZA</b>					
H6, open	19-24	n/a	\$517,000	A	n/c
H6, closed	19-24	n/a	\$311,000	A	n/c
H6B, open	24-28	n/a	\$844,000	A	13%
H6B, closed	24-28	n/a	\$335,000	B	2%
H6C, open	28-31	n/a	\$575,000	B	n/c
H6C, closed	28-31	n/a	\$357,500	B	n/c
J12 Type 56 (9-liter)	31-38	n/a	\$790,000	A	n/c
J12 Type 68 (11-liter)	31-39	n/a	\$1,530,000	A	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
K6, open	33–39	n/a	\$869,000	B	n/c
K6, closed	33–39	n/a	\$247,000	B	n/c

(All H-S are custom-bodied; prices depend on coachwork and history.)

## HONDA

S800	67–70	11,536	\$20,000	D	n/c
<i>(Subtract 20% for coupes.)</i>					
Z600	70–72	15,500*	\$12,500	C	15%
S2000	99–09	110,673	\$23,500	C	1%

## INTERMECCANICA

Italia coupe	67–72	411	\$76,000	C	n/c
Italia Spyder	67–72	inc.	\$123,000	B	n/c

## ISO

Rivolta coupe	63–70	799	\$70,000	C	n/c
Grifo	65–74	412	\$469,000	B	n/c
Lele	69–74	317	\$71,000	D	n/c

## ISOTTA FRASCHINI

Tipo 8 Touring	19–24	n/a	\$487,000	A	n/c
Tipo 8A cabriolet	30–32	n/a	\$602,500	A	n/c
Tipo 8A convertible coupe	25–32	n/a	\$473,000	A	n/c
Tipo 8A S cabriolet roadster	25–32	n/a	\$1,030,000	A	n/c
Tipo 8A SS dual-cowl phaeton	25–32	n/a	\$775,000	A	n/c
Tipo 8A SS roadster cabriolet	25–33	n/a	\$1,063,000	A	n/c

(Prices can vary greatly depending on coachwork. For Castagna coachwork, add 15%.)

## JAGUAR

SS I coupe	31–36	4,200*	\$120,500	C	10%
SS II coupe	31–34	inc.	\$52,000	C	n/c
SS 90	35–36	22	\$190,000	B	n/c
SS 100 2.5-liter	36–40	190	\$294,500	B	n/c
SS 100 3.5-liter	38–40	118	\$784,000	A	n/c
Mk IV saloon (1.5-, 2.5-, 3.5-liter)	45–49	11,378	\$25,000	D	-Adj.
Mk IV DHC (1.5-, 2.5-, 3.5-liter)	47–49	664	\$89,500	B	n/c
Mk V saloon (2.5-, 3.5-liter)	49–51	9,462	\$24,000	D	n/c
Mk V DHC (2.5-, 3.5-liter)	49–51	1,001	\$59,000	B	n/c
XK 120 roadster (alloy)	49–50	240	\$282,000	A	n/c
XK 120 roadster	51–54	7,391	\$101,000	B	n/c
XK 120 coupe	51–54	2,678	\$78,500	B	2%
XK 120 DHC	53–54	1,769	\$120,000	B	-3%

(Add \$20,000 for SE option—dual exhausts, spoke wheels, cams, etc.)

XK 140 roadster	54–57	3,347	\$102,000	B	1%
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\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
XK 140 DHC	54–57	2,740	\$114,500	B	n/c
XK 140 coupe	54–57	2,797	\$73,000	B	1%
<i>(Add \$20,000 for MC option—C-type head, cams, suspension, and spoked wheels.)</i>					
XK 150 3.4 roadster	58–61	1,339	\$101,000	B	-1%
XK 150 3.4 DHC	58–61	2,489	\$124,000	B	-5%
XK 150 3.4 coupe	58–61	4,101	\$60,500	C	-12%
<i>(Add \$5,000 for 3.8-L engine.)</i>					
XK 150 S 3.4 roadster	59–61	1,466	\$143,500	A	n/c
XK 150 S 3.4 DHC	59–61	inc.	\$184,500	B	+Adj.
XK 150 S 3.4 coupe	59–61	inc.	\$110,000	B	-1%
<i>(Add \$15k for 3.8-L 150 S FHC and DHC; \$50k for 3.8-L 150 S roadster.)</i>					
Mk VII saloon	51–56	20,939	\$23,500	F	n/c
Mk VIII saloon	57–58	6,332	\$32,500	F	n/c
Mk IX saloon	59–61	10,005	\$22,000	F	n/c
Mk X / 420G	62–64	11,234	\$28,500	D	-Adj.
420	66–68	10,236	\$19,500	D	n/c
Mk 2 2.4 saloon	56–59	25,173	\$16,000	D	16%
Mk 2 3.4 saloon	60–66	28,663	\$32,000	D	+Adj.
Mk 2 3.8 saloon	60–67	30,140	\$40,500	C	6%
<i>(Deduct \$2,000 for disc wheels; \$2,000 for automatic; \$1,500 for no overdrive.)</i>					
XK C-type	50–53	54	\$5,736,000	A	n/c
XK D-type	53–55	77	\$9,500,000	A	n/c
XK-SS	56–57	18	\$2,875,000	A	n/c
<i>(Price ranges for XK C, D, and SS Jaguars are determined by provenance, completeness, and originality. A car with all of its original parts and no stories will bring three to four times that of a "bitsa" with only a few authentic parts.)</i>					
E-type Factory Lightweight Series I	61–62	16	\$2,297,000	A	n/c
E-type Series I 3.8 convertible (flat floor)	61–62	7,827	\$212,500	A	n/c
E-type Series I 3.8 coupe (flat floor)	61–62	7,669	\$150,500	B	9%
E-type Series I 3.8 convertible	62–64	inc.	\$172,500	B	17%
E-type Series I 3.8 coupe	62–64	inc.	\$128,500	B	4%
E-type Series I 4.2 convertible	64–67	9,548	\$151,500	A	-4%
E-type Series I 4.2 coupe	64–67	7,770	\$98,000	B	n/c
E-type Series I 2+2 coupe	66–67	4,220	\$36,500	C	-16%
<i>(Deduct \$3,000 for automatic.)</i>					
E-type Series II 4.2 convertible	68–71	8,627	\$88,000	B	n/c
E-type Series II 4.2 coupe	68–71	4,855	\$58,500	C	n/c
E-type Series II 2+2 coupe	68–71	5,326	\$48,000	D	n/c
<i>(Add \$1,000 for a/c. Deduct \$3,000 for automatic.)</i>					
E-type Series III V12 convertible	71–74	7,990	\$78,500	B	1%

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
E-type Series III V12 coupe <i>(For Series III, deduct \$3,000 for automatic; \$2,000 for disc wheels; \$1,000 for no a/c. Add \$3,000 for factory hard top.)</i>	71–74	7,297	\$48,000	C	9%
XJ-S	75–81	115,413	\$9,000	D	n/c
XJ-S H.E.	82–93	inc.	\$6,000	C	2%
XJ-S convertible <i>(6-cyl. from '94–96.)</i>	82–96	inc.	\$11,500	C	-1%
XJ 220	91–93	300	\$423,000	B	-2%
XK8 coupe	97–04	n/a	\$8,000	D	6%
XK8 convertible	97–04	n/a	\$8,500	D	-7%
XKR coupe	97–04	n/a	\$12,000	D	+Adj.
XKR convertible	97–04	n/a	\$11,500	D	-10%
<b>JENSEN</b>					
Interceptor II/III coupe	66–76	6,387	\$38,500	B	12%
Interceptor FF coupe	67–71	inc.	\$46,500	B	n/c
Interceptor III DHC	74–76	inc.	\$51,500	B	n/c
<b>JENSEN-HEALEY</b>					
Convertible	72–76	10,453	\$8,500	D	n/c
GT	76	473	\$6,500	F	n/c
<b>LAGONDA</b>					
M45 saloon	34–35	70	\$163,500	C	n/c
M45 tourer	34–35	inc.	\$209,000	A	n/c
LG45 tourer	36–37	278	\$209,000	B	n/c
LG45 Rapide tourer	36–37	25	\$1,189,000	A	n/c
LG6 DHC	36–40	85	\$276,500	B	n/c
LG6 tourer	36–40	inc.	\$140,000	B	n/c
V12 Rapide roadster	38–40	25	\$850,000	A	n/c
V12 tourer	38–40	278	\$240,500	A	n/c
2.6 Liter DHC	48–53	517**	\$102,500	C	n/c
3.0 Liter DHC	53–58	256**	\$81,000	C	n/c
<b>LAMBORGHINI</b>					
350GT	64–66	143	\$618,500	B	n/c
400GT 2+2 <i>(The 400GT "Interim," a 2-seat, 4-liter car, sells at a considerable premium; but defining one is difficult, so it should be a car all have already agreed upon.)</i>	66–68	244	\$464,500	B	-8%
Miura P400	66–69	465	\$961,000	B	n/c
Miura P400 S	69–71	138	\$1,382,500	B	+Adj.
Miura P400 SV	71–72	148	\$2,191,500	A	n/c
Espada	68–78	1,223	\$117,000	C	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Islero 400GT	68-69	125	\$210,500	B	n/c
Islero S	69	100	\$313,000	B	n/c
Jarama (both versions) (Add \$7,500 for "S".)	70-76	327	\$138,000	D	n/c
Countach LP400 (Periscopio)	74-76	110	\$979,000	B	n/c
Countach LP400	77	40	\$915,000	B	n/c
Countach LP400 S	76-82	235	\$368,000	B	n/c
Countach LP5000 S	82-85	323	\$300,000	B	n/c
Countach LP5000 QV	85-88	610	\$261,000	B	-1%
Countach 25th Anniversary	89	657	\$271,500	B	n/c
Jalpa P350	82-88	410	\$80,500	D	n/c
LM002	87-90	300	\$332,500	C	-10%
<i>(For American version, add \$20k.)</i>					
Diablo	90-98	900	\$137,500	D	n/c
Diablo VT	94-98	400	\$183,000	D	n/c
Diablo VT Roadster	96-98	466	\$123,000	D	n/c
Diablo SV	98-99	n/a	\$258,500	C	16%
Diablo VT	98-01	n/a	\$302,500	D	n/c
Diablo VT Roadster	98-99	n/a	\$247,500	D	n/c
Diablo GT	99	80	\$831,500	B	n/c
Murcielago	02-06	2,223	\$144,000	D	n/c
Murcielago Roadster	04-06	435	\$196,000	D	n/c
Murcielago LP640	07-10	1,296	\$223,000	D	-8%
Murcielago LP640 Roadster	09-10	464	\$195,500	D	n/c
Gallardo	04-14	14,022	\$99,000	D	-5%
Gallardo Spyder	06-08	inc.	\$101,000	D	-10%
Gallardo LP560-4	09-14	inc.	\$134,000	D	-16%
Gallardo LP560-4 Spyder	09-14	inc.	\$175,000	D	n/c
<b>LANCIA</b>					
Aurelia B20GT coupe Series 1-6	51-58	3,121	\$127,000	B	-7%
<i>(Series 1, 2 &amp; 3 were all RHD, and are valued higher in Europe than Series 4, 5 &amp; 6 due to racing history. In the U.S., add \$1,000 for Nardi steering wheel; \$1,500 for Nardi floor shift; \$5,000 for Nardi carb kit; \$7,500 for Borrani wires.)</i>					
Aurelia B22 sedan	52-53	1,074	\$75,000	B	n/c
Aurelia B24 S Spider America	55	240*	\$1,567,500	A	n/c
Aurelia B24 S convertible	56-59	521	\$255,000	A	-16%
<i>(Add \$5,000 for Nardi carb kit; \$4,500 for factory hard top; \$5,000 for Borrani wires.)</i>					
Aurelia B50/B51 cabriolet	50-51	585**	\$166,500	B	n/c
Aurelia B51 woody	50-51	47	\$260,000	B	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Appia GTZ, GTE (Zagato)	57–62	n/a	\$155,000	B	n/c
<i>(1st Series GTZ cars from 1957 are Mille Miglia eligible; add 50% to figures.)</i>					
Appia Sport (Zagato)	61–63	200	\$110,500	B	n/c
Flaminia Sport (Zagato) SI	59–60	599	\$425,000	A	n/c
Flaminia Sport (Zagato) SII, SIII	61–64	n/a	\$278,000	B	n/c
Flaminia Super Sport	64–67	n/a	\$282,500	B	n/c
<i>(Four variations: Covered headlight 2.5-L; open headlight 2.5-L; open headlight 2.8-L; Super Sport with chopped tail. Add for all Flaminias: \$5,000 for 3C triple Weber carbs; \$4,000 for original 2.8-L, 3C model.)</i>					
Flavia Sport (Zagato)	62–67	1,643	\$63,500	D	n/c
Flavia Vignale convertible	62–67	640	\$45,000	D	n/c
Fulvia coupe	65–73	104,679	\$17,500	C	-17%
Fulvia 1.2/1.3 HF coupe	65–68	1,317	\$53,500	B	n/c
Fulvia 1.6 HF coupe	69–76	4,948	\$45,000	D	10%
<i>(For genuine early "Fanalone" cars, add 100%.)</i>					
Fulvia Sport (Zagato) alloy	65–67	909	\$38,000	B	n/c
Fulvia Sport (Zagato) steel	67–72	6,193	\$39,000	C	n/c
Stratos Stradale	73–76	495	\$529,000	A	4%
Stratos Rally	74–76	inc.	\$687,500	A	n/c
<i>(Prices are for cars which are still what they were born — no phony Group 4 Stradales. Prices for Works cars with major history can be much higher.)</i>					
037 Stradale	82–83	207	\$659,000	A	n/c
Delta S4 Stradale	85–86	200	\$797,000	B	n/c
Delta HF Integrale 16V	89–90	15,589	\$21,000	B	n/c
Delta HF Integrale Evo (I & II)	91–94	12,118	\$72,000	B	12%
<b>LAND ROVER</b>					
Series I	48–57	182,811	\$28,500	C	7%
Series II	58–61	126,343	\$16,000	C	-Adj.
Series IIA	61–71	451,624	\$18,500	C	+Adj.
Series III	71–85	660,081	\$21,500	C	-16%
<b>LEXUS</b>					
LFA	12	450	\$412,500	C	1%
LFA Nürburgring Package	12	50	\$885,000	B	n/c
<b>LOTUS</b>					
Eleven (Series 1 & 2)	56–60	270	\$209,000	A	n/c
Elite Series 1 & 2 (Climax eng.)	58–63	1,076	\$78,000	A	-14%
<i>(This number represents "complete body units" finished or not. Actual production number runs from 1,029 to 1,076.)</i>					
Elan Series 1 convertible	62–64	9,053	\$33,000	B	n/c
Elan Series 2 convertible	64–66	inc.	\$60,500	B	+Adj.
Elan Series 3 convertible	65–68	inc.	\$32,500	B	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Elan Series 3 coupe	66–68	inc.	\$45,000	B	-11%
Elan Series 4 convertible	68–74	inc.	\$38,500	B	n/c
Elan Series 4 coupe	68–74	inc.	\$36,500	C	n/c
Elan Sprint convertible	71–73	845	\$37,500	B	-Adj.
Elan Sprint coupe	71–73	562	\$40,000	B	n/c
Elan Plus 2	67–74	4,798	\$28,000	C	-Adj.
Europa (Series 1 & 2)	67–68	8,969	\$27,000	C	17%
Europa Twin Cam / Special	72–74	inc.	\$16,500	B	n/c
<i>(217 TC/Specials were numbered; the rest were decaled and stickered.)</i>					
Elan 26R (Series 1 & Series 2)	65–66	97	\$130,000	A	n/c
Europa 47	68–70	55	\$107,500	A	n/c
Cortina Mk I	62–66	2,894	\$73,000	B	3%
Cortina Mk II	67–70	4,032	\$51,500	B	n/c
Elite Series 1	74–80	2,225	\$9,500	D	n/c
Esprit Series 1	76–78	718	\$40,000	C	n/c
Esprit Series 2	78–81	1,045	\$30,500	C	15%
Esprit Series 3	81–87	1,907	\$23,000	C	n/c
<i>(Add 10% for Turbo.)</i>					
Esprit Turbo (new style, 220hp)	88	495	\$18,500	C	n/c
Esprit Turbo (SE gearbox, 230hp)	89	121	\$25,500	C	n/c
Esprit Turbo SE (intercooled, 264hp)	89–93	1,608	\$27,000	C	n/c
Esprit Turbo Series 4 (264hp)	94–95	385	\$37,000	C	n/c
Esprit Turbo Series 4 (300hp)	95	64	\$41,000	C	n/c
Elan M100	90–91	3,855	\$6,000	D	n/c
Esprit V8	97–03	3,500*	\$49,500	C	1%
Elise (U.S. model)	05–11	3,500*	\$33,500	C	n/c
<b>MASERATI</b>					
A61500	46–50	61	\$651,500	B	n/c
<i>(60 PF coupes; for the 1 Zagato, add 120%.)</i>					
A6GCS	47–53	16	\$850,000	A	n/c
A6GCS/53	51–53	52	\$4,085,500	A	n/c
A6G54/A6G2000 Allemano coupe	54–57	21	\$880,000	B	n/c
A6G54/A6G2000 Frua Spyder	54–57	12	\$2,775,000	B	-4%
A6G54/A6G2000 Zagato coupe	54–57	20	\$4,515,000	A	1%
<i>(Also 6 Frua coupes, 1 Zagato Spyder built.)</i>					
150S	55–57	24	\$1,750,000	A	n/c
200S, Si	55–58	30*	\$2,300,000	A	n/c
300S	55–58	28	\$3,997,500	A	n/c

	Years	# Made	Values Median	Invest. Grade	Median % Change
450S	56–58	10	\$4,000,000	A	n/c
<i>(The history of just about all the competition cars is well known. The discount for cars with "stories" can be, and should be, severe. Buy only bulletproof provenance.)</i>					
3500 GT, GTi	57–65	1,991	\$214,000	C	n/c
3500 GT Vignale Spyder	59–64	227	\$730,000	B	-1%
<i>(3500 add \$5,000 for wires, \$3,500 for 5-sp.)</i>					
5000 GT Allemano coupe	59–64	32	\$951,500	A	n/c
<i>(Prices vary considerably for special coachwork by Touring, Michelotti, Frua, Pinin Farina, Ghia and Bertone.)</i>					
Birdcage Tipo 60/61 front engine	59–61	22	\$3,343,500	A	n/c
Birdcage Tipo 63/64 rear engine	60–61	6	\$583,500	B	n/c
<i>(The history of just about all the competition cars is well known. The discount for cars with "stories" can be, and should be, severe. Buy only bulletproof provenance.)</i>					
Sebring Series I coupe	62–65	346	\$210,500	C	n/c
Sebring Series II coupe	65–66	98	\$253,000	C	n/c
Quattroporte I	63–69	776	\$65,000	D	n/c
Mistral coupe	64–70	828	\$132,000	C	-12%
Mistral Spyder	64–69	120	\$752,000	B	n/c
Mexico 4.2	65–68	250	\$119,000	D	n/c
<i>(Add \$10k for 4.7 version.)</i>					
Ghibli 4.7 coupe	67–70	1,149	\$114,000	B	-6%
Ghibli SS 4.9 coupe	70–73	inc.	\$243,500	B	n/c
Ghibli 4.7 Spyder	69–71	100	\$694,000	B	-Adj.
Ghibli SS 4.9 Spyder	71–72	25	\$1,256,000	B	n/c
Indy	69–74	1,136	\$69,500	C	-1%
<i>(Add 20% for 4.7 or 4.9 engine.)</i>					
Bora	71–80	571	\$170,500	B	n/c
Merak	72–76	1,832	\$49,500	D	n/c
Khamsin	74–82	421	\$111,500	C	-Adj.
Merak SS	76–80	277	\$79,500	C	n/c
Kyalami	77–82	150	\$45,500	C	n/c
Quattroporte II	73–75	13	\$32,500	C	n/c
Quattroporte III	78–87	2,155	\$9,000	D	11%
Biturbo coupe	84–94	18,895**	\$7,000	F	-Adj.
Biturbo Spyder	84–89	1,325**	\$8,500	F	-8%
Biturbo Spyder (Inj.)	86–94	1,331**	\$11,000	D	n/c
<i>(For all Biturbos, deduct \$2,000 for automatic.)</i>					
Spyder	02–06	3,889	\$19,000	C	-8%
Coupe	02–06	6,449	\$14,500	C	-1%
Quattroporte V	05–12	n/a	\$22,000	D	n/c
<i>(From 2008, add 10% for Sport; full automatic available from 2007.)</i>					

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
MC12	04-05	50	\$2,836,500	B	n/c
<b>MAZDA</b>					
Cosmo Series I	67-68	343	\$82,000	B	n/c
Cosmo Series II	68-72	1,176	\$74,500	B	-10%
RX-7	79-85	72,692*	\$5,000	D	-5%
RX-7	86-92	435,000*	\$6,500	D	-6%
RX-7	93-95	14,000*	\$31,500	C	-8%
MX-5 (Miata NA)	90-98	421,107	\$5,500	C	3%
MX-5 (Miata NB)	99-05	292,160	\$5,500	C	-1%
MX-5 (Miata NC)	06-14	199,376	\$12,500	C	+Adj.
<i>(MX-5 production includes worldwide numbers.)</i>					
<b>MCLAREN</b>					
F1	94-98	106	\$17,712,500	A	n/c
P1	14-16	375	\$1,600,000	B	-6%
<b>MERCEDES-BENZ</b>					
SS tourer	28-35	107	\$3,500,000	A	n/c
SS roadster	28-35	n/a	\$975,000	A	n/c
SSK roadster	28-32	33	\$5,250,000	A	n/c
290 cabriolet	34-36	n/a	\$178,500	B	n/c
380 cabriolet	33-34	154	\$475,000	A	n/c
500K tourer	34-36	325	\$830,000	A	n/c
500K Cabriolet B	34-36	inc.	\$808,500	A	n/c
500K Special roadster	34-36	29	\$2,678,000	A	n/c
540K coupe	36-39	419	\$325,000	A	n/c
540K cabriolet	36-39	inc.	\$1,794,000	A	16%
540K Special roadster	36-39	inc.	\$8,250,000	A	n/c
190SL convertible	54-63	25,881	\$109,500	B	n/c
<i>(Add \$1,500 for factory hard top.)</i>					
300SL Gullwing (Steel body, type 198.040)	54-57	1,371	\$1,295,000	A	-2%
300SL Gullwing (Alloy body, type 198.043)	55-56	29	\$3,015,000	A	n/c
<i>(Add \$20k for Rudge wheels; \$5,000 for factory luggage. Deduct \$8,000 for no belly pans.)</i>					
300SL Roadster (drum brake, T. 198.042)	57-61	1,377	\$1,072,500	A	2%
300SL Roadster (disc brake)	61-62	269	\$1,540,000	A	n/c
300SL Roadster (disc brake, alloy engine)	62-63	210	\$2,530,000	A	n/c
<i>(Disc brakes from S/N 2780 on, alloy engine block from S/N 3049 on. Add \$25k for Rudge wheels; \$5,000 for factory luggage; \$5,000 for factory hard top.)</i>					
230SL convertible	63-67	19,831	\$56,500	B	n/c
250SL convertible	67-68	5,196	\$69,500	B	-3%
280SL convertible	68-71	23,885	\$78,500	B	-2%
<i>(Add \$1,500 for 4-speed; 50% for ZF 5-speed. Deduct \$2,500 for no hard top.)</i>					

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
350SL / 450SL convertible <i>(Add 5% for chrome bumpers.)</i>	71–73	15,304	\$12,500	D	10%
450SLC coupe <i>(Add \$3,000 for 1972–73 450SLC.) (*74 and later SLs and SLCs should be regarded as "used cars" without much collector potential. Condition is the prime determinant of value.)</i>	72–77	20,619	\$14,000	D	-15%
450SL convertible	74–78	45,097	\$7,000	D	3%
450SLC 5.0 coupe	77–79	1,470	\$40,500	C	n/c
450SLC coupe	78–80	11,120	\$14,000	D	-2%
450SL convertible	78–80	21,201	\$6,000	D	-14%
350SLC coupe	71–80	13,925	\$19,500	D	n/c
380SLC coupe	81	1,991	\$6,500	D	n/c
380SL convertible	80–83	24,083	\$8,500	D	-8%
380SL convertible <i>(380SL and 380SLC production numbers are for U.S. sales.)</i>	84–85	19,805	\$9,500	D	4%
560SL convertible	86–87	49,347	\$21,000	D	16%
560SL convertible	88–89	inc.	\$20,000	D	-1%
300SL convertible <i>(Add 15% for 5-sp.)</i>	90–92	n/a	\$6,000	D	10%
500SLC coupe <i>(450SLC 5.0 and 500SLC were produced in Europe only.)</i>	80–81	1,299	\$28,000	D	n/c
500SL convertible	90–92	n/a	\$8,500	D	-3%
SLK convertible	97–04	n/a	\$7,000	D	-5%
SLR McLaren coupe	04–09	3,500	\$239,500	C	-1%
SLR McLaren convertible	07–09	inc.	\$383,000	C	-6%
SLS AMG	10–15	2,731	\$170,500	C	-3%
SLS AMG Black Series	14	inc.	\$423,500	B	-2%
<b>Other Collectible Mercedes-Benz</b>					
170S Cabriolet A	49–51	2,394	\$92,500	C	n/c
220 Cabriolet A	51–55	1,167	\$157,000	B	4%
220 Cabriolet B	51–55	950	\$109,500	B	n/c
220 coupe <i>(13 hard-top coupes w/sunroof, 70 w/o; production number includes A, B, C models.)</i>	54	83	\$66,000	B	n/c
300S cabriolet	52–55	203	\$488,500	B	n/c
300S coupe	52–55	216	\$371,000	B	3%
300S roadster	52–55	141	\$724,500	B	n/c
300b sedan	51–55	6,214	\$52,500	D	n/c
300b 4-dr Cabriolet B	51–55	91	\$127,500	B	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
300c 4-dr Cabriolet C	55-56	51	\$115,500	B	n/c
300c sedan	55-58	1,432	\$53,500	D	n/c
300Sc coupe	55-58	98	\$487,000	B	n/c
300Sc Cabriolet A	55-58	49	\$750,000	A	n/c
300Sc roadster	55-58	53	\$859,000	A	n/c
220S cabriolet	56-59	3,290	\$90,000	B	n/c
220S coupe	57-60	2,081	\$60,500	D	n/c
300d Cabriolet D (Adenauer)	58-62	65	\$251,000	B	-2%
300d sedan	57-62	3,077	\$50,000	D	-5%
220SE coupe	58-60	n/a	\$46,000	C	n/c
220SE cabriolet	58-60	n/a	\$129,500	B	n/c
220SEb coupe	60-65	16,902	\$33,500	C	n/c
220SEb cabriolet	60-65	inc.	\$107,500	B	n/c
300SE cabriolet	62-67	3,127	\$116,500	B	n/c
600 limousine	63-81	2,677	\$98,000	B	-10%
250SE coupe	66-68	6,213	\$49,500	C	1%
250SE cabriolet	66-68	inc.	\$99,000	B	n/c
300SEL 6.3	67-72	6,525	\$66,500	B	-9%
280SE coupe (high grille)	68-69	3,797	\$56,000	C	n/c
280SE coupe (low grille)	70-71	inc.	\$56,000	C	n/c
280SE cabriolet (high grille)	68-69	1,390	\$116,000	B	-10%
280SE cabriolet (low grille)	70-71	inc.	\$181,500	B	-6%
280SE 3.5 coupe	70-71	3,270	\$85,000	B	7%
<i>(Add \$3,000 for factory sunroof. Air conditioning standard on 808 U.S. sales; deduct \$5,000 for no a/c.)</i>					
280SE 3.5 cabriolet	70-71	1,232	\$267,000	B	-2%
<i>(Add \$1,000 for console shift automatic. Air conditioning standard on 801 U.S. sales; deduct \$5,000 for no a/c.)</i>					
450SEL 6.9	75-80	7,380	\$35,500	D	Adj.
560SEC	86-91	28,929	\$24,000	C	18%
560SEC AMG 6.0 Wide Body	86-91	n/a	\$179,000	B	3%
190E Cosworth 2.3-16	86-87	1,953	\$33,000	D	-2%
190E Cosworth 2.5-16	88-89	5,743	\$28,000	D	n/c
190E Cosworth 2.5-16 Evolution II	90	502	\$183,000	B	10%
500E sedan	92-93	1,131	\$78,500	C	-7%
300CE cabriolet	93	766	\$15,500	C	+Adj.
E500 sedan	94	374	\$52,500	C	n/c
<i>(500E and E500 production numbers are for U.S. sales.)</i>					
E320 cabriolet	94-95	5374	\$8,500	C	8%
C36 AMG sedan	95-97	n/a	\$7,500	F	n/c
C43 AMG sedan	99-00	1,500	\$7,000	C	n/c

	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>MG</b>					
NA Magneite roadster	34–36	738	\$44,000	B	n/c
PA Midget roadster	34–35	1,973	\$48,000	C	n/c
PB Midget roadster	34–36	526	\$41,000	C	n/c
NB Magneite roadster	35–36	98	\$88,000	B	n/c
SA tourer	36–39	696	\$165,000	A	n/c
TA tourer	36–39	3,003	\$32,500	B	12%
<i>(For Tickford drophead coupe, add 100%.)</i>					
VA drophead coupe	37–39	564	\$55,000	B	n/c
WA drophead coupe	38–39	56	\$65,000	B	n/c
TB roadster	39	379	\$33,000	B	n/c
TC	45–49	10,000	\$31,000	B	4%
TD	49–53	29,664	\$18,500	C	-2%
TF 1250	53–54	6,200	\$23,500	C	2%
TF 1500	55	3,400	\$26,500	B	-12%
A 1500 roadster	55–59	58,750	\$24,000	B	2%
A 1500 coupe	55–59	inc.	\$25,000	C	-7%
A Twin-Cam roadster	58–60	2,111	\$51,500	A	n/c
A Twin-Cam coupe	58–60	inc.	\$51,500	B	+Adj.
A 1600 roadster	59–61	31,501	\$34,000	B	-6%
A 1600 coupe	59–61	inc.	\$24,500	C	n/c
A DeLuxe roadster	60–61	82	\$61,000	A	n/c
A 1600 Mk II roadster	61–62	8,719	\$32,000	B	3%
A 1600 Mk II coupe	61–62	inc.	\$24,000	C	n/c
A Mk II DeLuxe roadster	61–62	313	\$50,000	A	n/c
B Mk I convertible	62–67	387,675	\$18,000	B	-1%
B (chrome bumper)	68–74	inc.	\$8,500	B	-3%
B (rubber bumper)	75–80	inc.	\$7,000	D	2%
<i>(For B, add \$1,000 for factory hard top; \$500 for overdrive. For A/B, deduct \$2,000 for disc wheels, except on Twin-Cam and DeLuxe.)</i>					
B-GT	65–67	125,597	\$10,000	B	2%
B-GT	68–74	inc.	\$9,500	C	-10%
B-GT V8	73–76	2,591	\$15,500	B	n/c
C convertible	67–69	4,552	\$23,500	B	-3%
C-GT	67–69	4,457	\$25,000	B	12%
<i>(Deduct \$1,000 for automatic.)</i>					
Midget	61–64	16,080	\$9,500	D	-2%
Midget	64–66	22,601	\$16,500	D	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values Median	Invest. Grade	Median % Change
Midget <i>(1967 model is the highest-valued, at up to \$1,000 more.)</i>	66–74	99,896	\$9,000	D	8%
Midget	74–79	73,899	\$6,500	D	-3%
<b>MONTEVERDI</b>					
High Speed 375 coupe <i>(Frua and Fissore each created bodies, with earlier Frua models generally given a higher value.)</i>	67–76	n/a	\$395,000	B	n/c
<b>MORETTI</b>					
GS Bialbero (750-cc)	54–56	96	\$260,000	B	n/c
Barchetta Bialbero (750-cc) <i>(Spare engines are non-existent. Cars w/o engines have marginal value at best. Add 25% for documented, significant history.)</i>	63–69	n/a	\$350,000	B	n/c
<b>MORGAN</b>					
Flat radiator models	45–53	750*	\$39,000	B	+Adj.
Plus 4 (Triumph powered)	54–68	3,390	\$33,500	B	-1%
4/4 (Ford powered) <i>(Prices are for 4-seat models. For 2-seat and DHC models, add \$4,000. For SS, add \$4,000.)</i>	54–90	n/a	\$23,000	B	n/c
SS <i>(Factory-built only, matching numbers.)</i>	60–69	102	\$130,000	A	n/c
Plus 8	68–90	2,500	\$62,000	C	+Adj.
<b>NASH-HEALEY</b>					
Roadster (Healey)	51	105	\$114,000	B	n/c
Roadster (Pinin Farina)	52–53	252	\$82,500	B	11%
Le Mans coupe	53–54	150	\$74,500	C	-5%
<b>NISSAN</b>					
300ZX	84–89	219,076	\$7,000	D	-9%
300ZX Turbo	84–89	44,966	\$24,000	D	-9%
300ZX Twin Turbo	89–90	6,896	\$27,000	D	n/c
300ZX Twin Turbo	91–93	9,187	\$29,000	D	n/c
300ZX Twin Turbo <i>(Deduct \$1,000 for 2+2 body style.)</i>	94–96	2,191	\$53,000	D	n/c
Skyline GTR R32	89–94	40,430	\$38,500	B	n/c
Skyline GTR R33	95–98	16,520	\$50,500	C	n/c
<b>OPEL</b>					
GT	69–73	n/a	\$12,000	D	n/c
<b>OSCA</b>					
MT4	48–56	78	\$629,000	A	n/c
Type J	59–64	15	\$250,000	A	n/c
750S	56–60	17	\$600,000	A	n/c
1600 GT <i>(1600 GT price is for Zagato or Touring Berlinetta. Deduct \$100k for Fissore or Boneschi body.)</i>	60–65	128	\$454,000	B	9%
<b>PEGASO</b>					
ENASA coupe	50–52	14	\$350,000	A	n/c
Saoutchik coupe	52–55	14	\$550,000	A	n/c
Saoutchik cabriolet	52–54	4	\$971,000	A	n/c

	Years	# Made	Values Median	Invest. Grade	Median % Change
Touring coupe (flat windshield)	53-57	30	\$450,000	A	n/c
Touring coupe Panoramica	55-57	8	\$650,000	A	n/c
Serra roadster	55-56	3	\$400,000	A	n/c

## PEUGEOT

205 Turbo 16	84	200	\$174,500	A	n/c
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## PORSCHE

### 356

356 coupe "pre-A"	50-55	7,627	\$568,500	B	n/c
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*(Two-piece windshield until April '52. One-piece bent windshield until Oct. '55. Standard one-piece curved from then on.)*

356 cabriolet	50-55	1,685	\$289,500	B	3%
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356 Speedster	54-55	1,233	\$315,500	B	18%
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356A coupe	56-59	13,010	\$122,000	B	n/c
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356A cabriolet	56-59	3,367	\$200,000	B	n/c
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356A Speedster	56-58	2,911	\$359,500	B	-2%
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356A convertible D	59	1,330	\$209,000	B	n/c
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*(For 356 and 356A, add \$5,000 for Super engine.)*

356A Carrera GS coupe	56-59	541	\$471,500	A	n/c
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*(This is total production for all GS and GT cars. Numbers below included.)*

356A Carrera GS cabriolet	56-59	140	\$430,000	A	n/c
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356A Carrera Speedster	56-59	75	\$920,500	A	n/c
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356A Carrera GT coupe	56-59	n/a	\$490,000	A	n/c
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356A Carrera GT Speedster	56-59	72	\$1,380,000	A	2%
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*(There were 7 pushrod GT Speedsters built.)*

356B coupe (T-5 body)	60-61	8,556	\$93,500	C	n/c
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365B cabriolet (T-5)	60-61	3,091	\$148,500	B	5%
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356B roadster (T-5)	60-61	2,649	\$170,500	B	-2%
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356B Notchback (T-5)	60-61	1,048	\$35,000	D	n/c
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*(Spotter's Note: T-5 body has gas filler cap inside trunk; T-6 has external gas filler cap.)*

*(For 356B, add \$5,000 for Super engine; \$7,000 for Super 90.)*

356B coupe (T-6)	62-63	6,289	\$71,500	C	-13%
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356B cabriolet (T-6)	62-63	3,096	\$148,500	B	-4%
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356B "twin-grille" roadster (T-6)	62	248	\$415,000	B	n/c
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356B Notchback (T-6)	62	697	\$39,500	D	n/c
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Carrera 2 GS	62-65	360	\$560,000	A	n/c
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Carrera 2 cabriolet	62-64	88	\$1,125,500	A	n/c
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356C coupe	63-65	13,507	\$75,000	B	-2%
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356C cabriolet	63-65	3,174	\$143,500	B	n/c
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356 coupe SC	63-65	inc. coupe	\$98,000	B	n/c
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356 cabriolet SC	63-65	inc. cab	\$174,500	B	-6%
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*(For all 356, add sunroof, \$5,000; Rudge wheels, \$12k; cabriolet hard top, \$3,000; Speedster hard top, \$6,000. Deduct 15% of value for wrong engine per Kardex; 25% of value for improper exterior color for model year.)*

## 901: Small Bumper, Short Wheelbase

901 2.0 coupe pre-production	63	13	\$1,400,000	A	n/c
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901 2.0 coupe	64	82	\$200,000	B	n/c
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	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>911: Small Bumper, Short Wheelbase</b>					
911 2.0 coupe	64-65	5,097	\$204,500	B	-3%
911 2.0 coupe	66-67	4,637	\$148,500	B	4%
911 2.0 Targa	66-68	1,427	\$89,500	B	n/c
911S 2.0 coupe	67-68	4,689	\$209,000	A	-2%
911S 2.0 Targa	67-68	1,160	\$214,000	A	n/c
911R 2.0 coupe	67-68	20	\$1,000,000	A	n/c
911L 2.0 coupe	68	1,169	\$84,000	B	11%
911L 2.0 Targa	68	307	\$84,000	B	n/c
<b>911: Small Bumper, Long Wheelbase</b>					
911T 2.2 coupe	69-71	13,019	\$72,500	B	11%
911T 2.2 Targa	69-71	7,303	\$64,500	B	3%
911E 2.2 coupe	69-71	5,027	\$89,500	B	-7%
911E 2.2 Targa	69-71	935	\$79,500	B	n/c
911S 2.2 coupe	69-71	4,666	\$143,000	A	-7%
911S 2.2 Targa	69-71	2,131	\$146,500	A	5%
<i>(Add 15%-30% for soft-window Targa. Deduct 15% for 1969 2.0-liter cars.)</i>					
911T 2.4 coupe	72-73	9,964	\$81,500	B	9%
911T 2.4 Targa	72-73	7,968	\$115,500	B	n/c
<i>(Add \$2,000 for 1973.5 911T w/ CIS injection.)</i>					
911E 2.4 coupe	72-73	2,490	\$106,500	B	n/c
911E 2.4 Targa	72-73	1,916	\$88,000	B	-Adj.
911S 2.4 coupe	72-73	3,180	\$178,000	A	-9%
911S 2.4 Targa	72-73	1,914	\$168,000	A	n/c
<i>(Add \$1,000 for sunroof. Deduct \$1,000 for 4-sp automatic.)</i>					
Carrera RSL "Touring"	73	1,360	\$610,500	A	n/c
Carrera RS "Lightweight"	73	200	\$1,352,500	A	n/c
<b>911: Federalized Bumper</b>					
Carrera 2.7 Euro coupe	74-75	16,977	\$154,000	B	13%
911S 2.7 coupe	74-77	17,124	\$39,500	D	-2%
911S 2.7 Targa	74-77	inc.	\$52,000	D	n/c
Carrera 2.7 coupe (U.S.)	74-77	3,353	\$59,000	C	1%
Carrera 2.7 Targa (U.S.)	74-77	inc.	\$54,000	C	-9%
Carrera 3.0 coupe (Euro)	76-77	3,691	\$70,000	C	3%
Carrera 3.0 Targa (Euro)	76-77	inc.	\$60,000	C	18%
<b>911SC: Federalized Bumper, Wide Body</b>					
911SC coupe	78-83	35,607	\$48,500	B	8%
911SC Targa	78-83	27,678	\$35,000	B	1%
911 "Weissach" Edition	80	408	\$46,000	B	n/c
911 Ferry Porsche Edition	82	200	\$37,500	B	n/c
911SC cabriolet	83	4,187	\$49,500	B	-4%
<b>930 Turbo</b>					
930 Turbo 3.0 coupe	75	284	\$285,500	B	n/c

Adj: adjustment of 20% or more; n/c: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
930 Turbo 3.0 coupe	76–77	2,596	\$123,000	B	n/c
930 Turbo 3.3 coupe	78–85	10,004	\$104,500	B	n/c
<i>(2,918 U.S. legal production. All '75 and '80–'85 930s are gray-market. Deduct 35% for gray-market, 50% if no EPA/DOT papers.)</i>					
<b>Carrera and Speedster</b>					
Carrera	84–86	36,834	\$55,500	C	4%
Carrera Targa	84–86	19,502	\$42,000	C	3%
Carrera cabriolet	84–86	22,283	\$36,500	C	-1%
Carrera	87–89	inc.	\$56,000	C	2%
Carrera Targa	87–89	inc.	\$46,000	C	-Adj.
Carrera cabriolet	87–89	inc.	\$49,000	C	-6%
<i>(Add \$5k for factory wide-body appearance group.)</i>					
911 Turbo 3.3 coupe	86–89	4,363	\$104,000	C	-2%
911 Turbo 3.3 cabriolet	87–89	2,002	\$140,000	C	n/c
911 Turbo 3.3 slantnose	87–89	675	\$165,000	C	-3%
911 Turbo 3.3 Targa	87–89	657	\$111,500	C	-7%
<i>(Add 15% for '89 Turbo with 5-sp.)</i>					
Carrera Club Sport	88	340	\$155,000	C	n/c
Speedster	89	2,065	\$163,000	C	-10%
<b>964</b>					
Carrera 2	90–94	n/a	\$62,500	C	11%
Carrera 2 Targa	90–94	n/a	\$68,000	C	n/c
Carrera 2 cabriolet	90–91	n/a	\$39,500	C	-3%
Carrera 4	89–94	n/a	\$89,500	C	n/c
Carrera 4 Targa	90–94	n/a	\$87,000	C	n/c
Carrera 4 cabriolet	90–91	n/a	\$41,500	C	-17%
C2 Turbo coupe	91–93	5,125	\$225,000	C	3%
<i>(Add 20% for 1992 380hp S models, 80 built.)</i>					
Carrera RS	92	1,989	\$235,000	B	-7%
America roadster	92–93	52	\$77,000	B	n/c
RS America	93–94	701	\$132,000	B	n/c
Carrera 2 Speedster	93–94	925	\$190,500	B	-3%
Carrera RSR 3.8	93	44	\$1,233,000	A	n/c
<b>993</b>					
Carrera	95–97	46,919	\$64,000	C	9%
Carrera 4	95–96	inc.	\$56,000	C	-15%
Carrera cabriolet	95–98	inc.	\$68,000	C	7%
Carrera 4 cabriolet	95–98	inc.	\$50,000	C	-Adj.
Carrera Targa	96–98	inc.	\$48,500	C	-6%
Carrera 4S	96–98	inc.	\$104,000	C	-9%
Carrera S	97–98	inc.	\$206,000	C	n/c
Carrera RS	95	1,067	\$341,500	B	-2%
Twin Turbo	96–97	n/a	\$148,000	B	5%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Turbo S	97	180	\$346,000	B	2%
GT2	95-98	194	\$874,000	A	-14%
<b>996</b>					
Carrera	99-04	n/a	\$21,500	C	8%
Carrera 4	99-04	n/a	\$19,000	C	-3%
Carrera cabriolet	99-04	n/a	\$17,500	C	-1%
Carrera 4 cabriolet	99-04	n/a	\$22,500	C	-13%
Carrera Turbo	01-04	n/a	\$49,000	B	1%
Carrera Targa	02-04	n/a	\$24,000	C	-Adj.
GT3	99-05	n/a	\$107,000	B	-16%
GT2	02-04	n/a	\$126,500	B	n/c
<b>997</b>					
GT3	06-12	4,578	\$104,000	C	n/c
GT3 RS	06-12	2,606	\$182,000	B	+Adj.
GT3 RS 4.0	10	600	\$574,500	B	+Adj.
GT2	07-09	1,242	\$211,000	B	n/c
GT2 RS	10-11	500	\$445,000	B	n/c
Speedster	10	356	\$290,000	B	n/c
<b>991</b>					
GT3	13-	n/a	\$162,000	C	-8%
GT3 RS	16-	n/a	\$220,500	B	n/c
911R	16	991	\$313,000	B	n/c
<b>912</b>					
912 coupe (1.6L)	66-69	29,212	\$51,500	C	7%
<i>(Add \$500 for Targa, \$2,500 for soft-window Targa.)</i>					
912E coupe (2.0L)	76	2,099	\$33,000	D	n/c
<b>914</b>					
914/4 (1.7L)	70-73	114,479	\$20,000	C	-4%
914/6	70-72	3,351	\$88,000	B	n/c
914/6 GT	71	11	\$297,500	A	n/c
914 R	72	4	\$120,000	A	n/c
916 (2.7 RS spec engine)	72	20	\$1,053,000	A	n/c
914S (aka 914/8) <sup>1</sup>	72	2	\$175,000	A	n/c
<i>(<sup>1</sup>Custom built for Porsche family members.)</i>					
914/4 (2.0L)	73-76	inc. abv.	\$22,500	B	-12%
914/4 (1.8L)	74-76	inc. abv.	\$13,000	C	-13%
<b>924</b>					
924	77-82	122,304	\$8,500	F	n/c
924 Turbo	78-83	12,356	\$24,000	D	4%
924 Carrera GT	81	406	\$66,500	C	n/c
924 S	87-88	n/a	\$11,000	D	-Adj.
<b>928</b>					
928	78-82	n/a	\$18,000	D	-15%

Adj: adjustment of 20% or more; n/c: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
928 S	83–86	n/a	\$14,000	D	-2%
928 S4	87–92	n/a	\$22,000	D	n/c
<i>(Add 30% for 928 GT.)</i>					
928 GTS	93–95	n/a	\$80,500	D	7%
<b>944</b>					
944 coupe	83–85	n/a	\$11,500	F	-11%
944 coupe	86–87	n/a	\$12,000	F	-3%
944 coupe	88–89	n/a	\$28,500	D	15%
<i>(Add \$750 for "S"; \$2,000 for Turbo; \$2,500 for "S" Turbo.)</i>					
944 S2 coupe	89–91	n/a	\$12,500	D	-12%
944 S2 cabriolet	90–91	n/a	\$21,000	D	4%
968 coupe	92–93	n/a	\$31,500	D	-14%
968 Club Sport coupe	92–93	n/a	\$41,000	C	n/c
968 cabriolet	92–93	n/a	\$16,000	D	-Adj.
<b>Boxster</b>					
Boxster	97–04	n/a	\$9,500	C	-1%
Boxster S	00–04	n/a	\$12,500	C	1%
<b>Carrera GT</b>					
Carrera GT	04–05	1,270	\$742,500	B	1%
918 Spyder	13–15	918	\$1,419,000	B	n/c
918 Weissach Spyder	13–15	inc.	\$1,534,000	B	n/c
<b>959</b>					
959 "Komfort"	86–88	200*	\$1,050,000	A	n/c
<i>(Some 959s were built up from parts, and VIN numbers higher than 290 have been observed. "Komfort" street models were equipped with power leather seats, a/c, p/w, etc.)</i>					
<b>Competition Cars</b>					
<i>(Price ranges for competition Porsches are determined by provenance, completeness, and originality. A car with all of its original parts and no stories will bring three to four times that of a "bitsa.")</i>					
550	53–55	90	\$3,961,000	A	n/c
550A	56–57	39	\$4,900,000	A	n/c
<i>(Includes Le Mans coupes. Most 550As were sold in the U.S. and have only SCCA history. Add at least 25% for documented international provenance. Factory team FIA cars add 60%.)</i>					
RSK	58–59	34	\$3,740,000	A	n/c
Abarth Carrera GTL	60–61	20	\$1,250,000	A	n/c
RS 60/RS 61	60–61	35	\$5,120,000	A	n/c
904 GTS	63–64	122	\$1,919,500	A	n/c
<i>(Production includes 104 four-cylinder 904s, 12 six-cylinder 904s, 6 eight-cylinder 904s.)</i>					
906 Carrera 6	66	65	\$1,980,000	A	n/c
907	67–68	n/a	\$2,750,000	A	n/c
910	67–68	34	\$799,000	A	n/c
908-01/908-02/908-03	68–69	62	\$3,387,500	A	n/c
917 K	69–71	70	\$9,445,500	A	n/c
917 LH	69–71	inc.	\$4,500,000	A	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
917 10/20/30 <i>(Add 25% for cars with verifiable Gulf history.)</i>	72-73	inc.	\$3,000,000	A	n/c
Carrera 3.0 RSR <i>(15 3.0 RSRs were built in 1973 for IROC.)</i>	73-74	60	\$1,697,000	A	n/c
Carrera 2.8 RSR	73	43	\$935,000	A	n/c
<b>RENAULT</b>					
Dauphine	57-66	n/a	\$10,000	D	n/c
Caravelle	60-66	n/a	\$10,000	D	-1%
Gordini	61-62	n/a	\$25,500	C	n/c
R5 Turbo/Turbo 2 <i>(Group 4/B cars can command a significant premium over street cars, up to 200%.)</i>	80-85	3,576	\$96,500	B	-8%
<b>ROLLS-ROYCE</b>					
<i>(For all pre-war chassis types add up to 100% for original or exceptional coachwork, matching numbers or racing provenance.)</i>					
40/50hp Silver Ghost (British)	07-25	6,173	\$340,000	A	14%
40/50hp Silver Ghost (Springfield)	21-26	1,703	\$218,500	A	n/c
Phantom I (British)	25-29	2,258	\$209,000	A	n/c
Phantom I (Springfield)	26-31	1,241	\$200,000	A	-15%
Phantom II, open or closed	29-35	1,681	\$102,000	A	1%
Phantom II Continental, open or closed	31-35	inc.	\$341,000	A	+Adj.
Phantom III, closed	36-39	719	\$145,500	C	-14%
Phantom III, open	36-39	inc.	\$494,500	B	n/c
Twenty, closed	22-29	2,940	\$37,500	C	-19%
Twenty, open	22-29	inc.	\$95,500	C	n/c
20/25hp, closed	29-36	3,827	\$41,000	D	6%
20/25hp, open	29-36	inc.	\$51,500	C	n/c
25/30hp, closed	36-38	1,201	\$50,000	D	n/c
25/30hp, open	36-38	inc.	\$89,000	C	n/c
Wraith, open or closed <i>(LHD cars will likely bring a 25% premium in the U.S. Add up to 50% for low, documented odometer reading.)</i>	38-39	491	\$145,500	C	n/c
Silver Wraith (SWB)	46-58	1,244	\$56,000	C	n/c
Silver Wraith (LWB)	46-58	639	\$76,000	C	n/c
Silver Wraith "S" (4.9L & power steering)	56-59	inc.	\$186,500	C	n/c
Phantom IV	50-56	18	\$953,000	A	n/c
Silver Dawn standard steel saloon	49-55	761	\$32,000	C	n/c
Silver Dawn coachbuilt	49-55	inc.	\$411,000	B	n/c
Silver Cloud I standard steel saloon	55-59	2,238	\$37,000	C	n/c
Silver Cloud I standard steel saloon (LWB)	55-59	122	\$55,500	B	n/c
Silver Cloud I coachbuilt, open or closed	55-59	inc.	\$417,500	B	+Adj.
Silver Cloud II standard steel saloon	59-62	2,418	\$37,000	C	8%
Silver Cloud II standard steel saloon (LWB)	59-62	inc.	\$55,000	C	-11%
Silver Cloud II coachbuilt, open or closed (LHD)	59-62	299	\$325,000	B	n/c
Phantom V, James Young	59-68	832	\$82,500	A	15%
Phantom V, Park Ward	60-62	inc.	\$53,000	A	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Silver Cloud III standard steel saloon	62–65	2,555	\$49,500	C	n/c
Silver Cloud III standard steel saloon (LWB)	62–65	254	\$115,000	C	n/c
Silver Cloud III coachbuilt, open or closed (LHD)	62–65	*50	\$148,500	B	n/c
<i>(Deduct up to 50% for RHD or non-factory conversions. Factory-built DHCs are properly termed "adaptations.")</i>					
Silver Shadow standard steel saloon	65–76	16,717	\$12,500	D	1%
Silver Shadow convertible	65–76	inc.	\$97,500	C	n/c
Phantom VI	68–90	374	\$187,000	A	n/c
Corniche coupe	71–87	n/a	\$30,000	C	-11%
Corniche convertible	71–87	n/a	\$42,000	C	-3%
Silver Shadow II	77–81	8,980	\$14,000	D	-8%
<i>(Silver Shadow II production number includes Bentley T2.)</i>					
Silver Wraith II	77–81	2,154	\$16,000	D	-3%
Silver Spirit	80–89	n/a	\$18,500	D	-1%
Silver Spur	80–89	n/a	\$13,500	D	-1%
Camargue	81–87	n/a	\$116,000	D	n/c
Corniche II	86–89	1,226	\$53,000	D	n/c
Corniche III	90–91	425	\$71,500	C	n/c
Silver Spirit II	91–92	1,152	\$25,000	D	1%
Silver Spur II	91–93	1,658	\$22,500	D	-7%
Corniche IV	92–95	219	\$226,500	D	n/c
Silver Spirit III	94–95	n/a	\$21,000	D	n/c
Silver Spur III	94–95	n/a	\$20,500	D	n/c
Corniche S	95	25	\$84,500	D	n/c
Flying Spur	95	n/a	\$35,000	C	n/c
Silver Dawn	95–98	237	\$35,500	D	n/c
Silver Spirit	96–97	122	\$25,000	D	n/c
Silver Spur	96–97	n/a	\$35,000	D	5%
Silver Seraph	98–01	1,570	\$37,000	D	-Adj.
Corniche V	99–02	374	\$149,500	D	-Adj.
<b>SAAB</b>					
Monte Carlo 850	65–67	2,500*	\$20,500	B	n/c
Sonett Super Sport (94)	56	6	\$125,000	A	n/c
Sonett II (2-stroke)	67	258	\$21,000	C	n/c
Sonett II V4	67–69	1,610	\$16,000	C	n/c
Sonett III	70–74	8,351	\$11,000	C	-Adj.
99 Turbo	77–81	n/a	\$10,000	C	n/c
<i>(Add 25% for 1977 test car; add 15% for 79–81 and all non-U.S. models with higher performance.)</i>					
<b>SIATA</b>					
300BC	49–52	70	\$264,000	C	n/c
<i>(Deduct \$5,000 for Fiat 1100 engine.)</i>					
Daina coupe	51–55	120	\$221,000	C	n/c
Daina cabriolet	51–55	80	\$302,500	C	n/c
<i>(Add \$30,000 for Grand Sport [twin Webers]; \$70,000 for alloy body.)</i>					

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values Median	Invest. Grade	Median % Change
208 coupe (Farina & Balbo)	52-55	25*	\$605,000	B	n/c
208S America roadster	52-55	36*	\$1,509,500	A	n/c
<i>(A hierarchy of values is based on engines. At the top, the original unit, then a correct Siata allotment unit, then a Fiat allotment one. Correct 8V engines are difficult to find. Significant deduction for incorrect type or no engine. Examples with exceptional and fully documented history can command exceptional prices.)</i>					
Spring	67-70	n/a	\$16,000	C	n/c
<b>STANGUELLINI</b>					
1100	47-56	60	\$167,500	B	n/c
<i>(Prices for genuine cars with bulletproof history. Many newly made cars have entered the market and thorough research is a must. Deduct \$60k for pushrod engine; \$40k for 750 engine. Buy a car that already has a FIVA passport.)</i>					
Formula Junior	59	120	\$52,000	B	n/c
<i>(A growing vintage FJ scene in Europe has begun to drive prices up, especially for cars with significant history.)</i>					
<b>SUNBEAM</b>					
Alpine roadster (early style)	53-55	3,000	\$71,000	C	1%
Alpine roadster	60-67	69,251	\$13,500	D	1%
Tiger Mk I/IA (260-ci)	64-67	6,498	\$67,000	B	n/c
Tiger Mk II (289-ci)	67	536	\$169,500	B	n/c
<b>TALBOT-LAGO</b>					
T150C coupe	34-39	51**	\$253,000	B	n/c
T150 SS teardrop coupe	36-39	inc.	\$3,905,000	A	n/c
T150C SS Figoni cabriolet	36-39	inc.	\$4,157,000	A	n/c
T150C convertible	34-39	inc.	\$262,000	A	-9%
T23	38-39	n/a	\$258,500	B	n/c
T26 Record sedan	47-56	750**	\$72,000	B	n/c
T26 Record cabriolet	47-56	inc.	\$624,500	A	n/c
T26 Grand Sport coupe	48-54	inc.	\$1,476,000	B	n/c
T26 Grand Sport cabriolet	48-54	inc.	\$1,254,000	A	n/c
<i>(Examples with exceptional coachwork and fully documented history can command exceptional prices.)</i>					
<b>TOYOTA</b>					
2000GT LHD DOHC	67-70	75	\$607,500	A	n/c
2000GT RHD DOHC	67-70	267	\$511,000	A	n/c
2000GT Shelby racer	67-68	3	\$1,700,000	A	n/c
2000GT LHD SOHC	69-70	9	\$1,225,000	A	n/c
MR2	85-87	166,104	\$6,500	D	-6%
MR2	88-89	inc.	\$4,500	D	n/c
<i>(Add \$1,500 for Supercharger.)</i>					
MR2	91-95	19,082	\$5,000	D	-11%
<i>(Add \$2,000 for Turbo.)</i>					
Celica Supra (Mk I, A40)	79-81	63,895	\$8,000	C	n/c
Celica Supra, P-type (Mk II, A60)	82-86	114,459	\$8,500	C	n/c
Supra (Mk III, A70)	86-92	108,565	\$10,000	D	-10%
Supra Turbo (Mk III, A70)	86-92	inc.	\$32,000	C	+Adj.
Supra (Mk IV, A80)	93-98	11,475	\$17,500	C	n/c
Supra Turbo (Mk IV, A80)	93-98	inc.	\$52,000	C	-11%

	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>TRIUMPH</b>					
1800/2000 roadster	46-49	4,501	\$22,000	C	9%
TR2	53-54	8,636	\$25,500	B	4%
TR3 (small mouth)	55-57	13,378	\$29,500	B	n/c
TR3A (large mouth)	57-61	58,236	\$31,500	B	7%
Italia 2000 GT	59-62	329	\$85,000	B	n/c
TR3B	62-63	3,331	\$27,000	B	1%
<i>(TR2/3 add \$1,000 for overdrive; \$1,000 for factory hard top. Deduct \$1,000 for disc wheels.)</i>					
TR4	61-64	40,253	\$22,500	C	-2%
TR4A	64-68	28,465	\$22,000	C	1%
<i>(Deduct \$500 for non-IRS; add \$1,000 for hard top [TR4/TR250] and \$1,000 for overdrive. Deduct \$1,000 for disc wheels.)</i>					
TR250	68	8,484	\$31,500	B	-2%
TR5 (Europe only)	67-68	2,947	\$38,500	B	1%
TR6 (small bumpers)	69-74	94,619	\$16,000	B	-3%
TR6 (rubber bumpers)	75-76	inc.	\$17,000	B	-5%
<i>(Add \$1,000 for factory hard top; \$500 for a/c; \$500 for wire wheels.)</i>					
TR7	76-81	112,368	\$3,500	F	n/c
TR7 convertible	79-80	inc.	\$6,000	D	n/c
<i>(Add \$1,500 for "Spider" limited edition, approx 1,600 built.)</i>					
TR8	80-81	2,497	\$8,500	D	n/c
TR8 convertible	80-81	inc.	\$10,000	C	n/c
Stag	70-77	25,877	\$12,500	C	+Adj.
Spitfire Mk I/II	62-67	82,982	\$10,500	C	n/c
Spitfire Mk III	68-70	65,320	\$7,000	C	-3%
Spitfire Mk IV	70-74	70,021	\$6,000	D	-1%
Spitfire 1500	75-80	95,829	\$4,500	D	-6%
GT6 Mk I coupe	67-68	15,818	\$10,000	C	n/c
GT6+ Mk II coupe	69-70	12,066	\$10,000	C	n/c
GT6 Mk III coupe	70-74	13,042	\$15,000	C	2%
<b>TVR</b>					
Griffith	63-66	300	\$47,000	B	n/c
Tuscan	67-71	174	\$22,500	B	n/c
<i>(For Griffith and Tuscan, add \$2,000 for 271-hp V8.)</i>					
2500 coupe	71-73	n/a	\$24,000	C	n/c
2500M coupe	72-77	n/a	\$9,500	C	n/c
Taimar	76-79	653	\$15,000	C	n/c
Tasmin	83	n/a	\$9,000	C	n/c
280i	84-87	n/a	\$8,000	C	1%
<b>VOISIN</b>					
C3C/C3L	21-27	1,940	\$144,000	A	n/c
C5	23-27	500	\$300,000	A	n/c
C11	26-28	2,180	\$196,000	B	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
C14	28–32	1,795	\$245,000	B	n/c
C14 Chartre 2-dr coach	28–32	inc.	\$456,000	A	n/c
C23/C24	31–36	455	\$261,500	C	n/c
C25/C28	34–37	89	\$725,500	A	n/c

### VOLKSWAGEN

Beetle (split window)	46–52	374,925	\$47,500	B	-7%
Beetle convertible	49–52	11,760 (inc.)	\$33,000	B	n/c
Beetle (oval window)	53–57	632,201	\$22,000	C	n/c
Beetle convertible	53–57	30,421 (inc.)	\$32,500	C	n/c
Beetle	58–67	8,058,715	\$15,500	C	4%
Beetle convertible	58–67	103,717 (inc.)	\$12,000	B	-17%
Beetle	68–77	9,516,069	\$7,500	C	-4%
Beetle convertible	68–79	185,949 (inc.)	\$9,500	C	-10%
Super Beetle	71–74	inc.	\$10,000	C	4%
Transporter bus	50–67	1,950,542	\$40,500	C	16%
Samba Transporter bus	50–67	101,829 (inc.)	\$119,500	B	2%
Westfalia Camper	50–67	inc.	\$46,500	B	-8%
Pickup Transporter bus	50–67	381,975 (inc.)	\$44,000	C	n/c
Transporter bus	68–71	1,092,567	\$16,500	C	n/c
Westfalia Camper	68–71	inc.	\$26,500	C	n/c
Pickup Transporter bus	68–71	64,043 (inc.)	\$20,000	C	-1%
Transporter bus	72–79	1,880,711	\$16,500	C	-12%
Westfalia Camper	72–79	inc.	\$25,500	C	-1%
Karmann Ghia coupe	55–67	323,096	\$27,000	C	n/c
Karmann Ghia convertible	57–67	inc.	\$20,000	C	10%
Karmann Ghia coupe	68–74	162,887	\$12,000	C	5%
Karmann Ghia convertible	68–74	inc.	\$15,500	C	-9%
Thing	73–74	25,000*	\$18,500	C	12%

(RoW Thing production ran from 1969–80 totaling 90,785.)

### VOLVO

PV444	43–58	196,004	\$9,500	C	n/c
PV544	58–65	243,996	\$15,000	C	-1%
122S	59–70	n/a	\$19,500	C	n/c
123GT	67–68	1,500*	\$13,000	B	n/c
P1800	61–63	6,000	\$18,000	C	n/c
1800S	63–69	23,993	\$28,000	C	-6%
1800E	70–72	9,414	\$23,000	C	-2%
1800ES	72–73	8,078	\$24,000	C	2%

(Deduct 15% for automatic. Add 10% for factory a/c.)

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AMC.....	56	Cord.....	77	Kaiser-Darrin.....	85	Packard.....	89
Apollo.....	56	Dodge.....	77	LaSalle.....	85	Pierce-Arrow.....	90
Auburn.....	56	Duesenberg.....	80	Lincoln.....	85	Plymouth.....	90
Buick.....	58	Ford.....	81	Marmon.....	86	Pontiac.....	93
Cadillac.....	59	GMC.....	84	Mercury.....	86	Shelby.....	95
Chevrolet.....	62	Hudson.....	84	Muntz.....	87	Studebaker.....	96
Corvette.....	67	Imperial.....	84	Nash.....	87	Tucker.....	96
Chrysler.....	76	Jeep/Willys.....	85	Oldsmobile.....	88	Vector.....	96

	Years	# Made	Values Median	Invest. Grade	Median % Change
<b>AMC</b>					
Marlin (as Rambler Marlin)	65	10,327	\$10,500	C	n/c
Marlin	66	4,547	\$11,000	C	5%
Marlin	67	2,545	\$11,500	C	n/c
AMX	68	6,725	\$26,500	B	-3%
Javelin SST	68	26,027	\$20,500	C	+Adj.
SC/Rambler	69	1,512	\$53,000	C	n/c
AMX	69	8,293	\$24,000	B	-5%
Javelin SST	69	23,286	\$15,000	C	n/c
Rebel "Machine"	70	2,362	\$51,500	C	n/c
AMX	70	4,116	\$28,000	B	-9%
Javelin SST	70	19,714	\$20,500	C	n/c
Javelin "Mark Donohue"	70	2,501 (inc.)	\$45,500	C	-14%
Javelin "Trans Am"	70	100 (inc.)	\$28,000	B	n/c
<i>(For all 1968-70, add 25% for 390 engine; 10% for GoPack, Big Bad colors, or Shadow Paint. Deduct 20% for automatic.)</i>					
Javelin AMX	71	2,054	\$20,500	C	n/c
Javelin AMX	72	3,220	\$17,000	C	n/c
Javelin AMX	73	5,707	\$17,500	C	n/c
Javelin AMX	74	4,980	\$18,000	C	n/c
<i>(For 1971-74, add 25% for 401 engine.)</i>					
<b>APOLLO</b>					
3500 GT coupe	62-63	76	\$134,500	C	+Adj.
5000 GT coupe	64-65	inc.	\$165,000	C	+Adj.
GT Spider	63-65	11	\$375,500	B	15%
<b>AUBURN</b>					
Custom/Standard Eight Boattail Speedster	31-34	56,000*	\$245,000	B	-6%
Custom/Standard Eight phaeton	31-34	inc.	\$99,000	C	n/c

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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Custom/Standard Eight cabriolet	31-34	inc.	\$93,500	B	-8%
Custom/Standard Eight sedan	31-34	inc.	\$34,000	C	6%
Custom/Standard Eight coupe	31-34	inc.	\$36,500	C	n/c
Custom/Salon Twelve Boattail Speedster	32-34	2,000*	\$410,000	B	n/c
Custom/Salon Twelve phaeton	32-34	inc.	\$234,500	B	2%
Custom/Salon Twelve cabriolet	32-34	inc.	\$264,000	B	n/c
Custom/Salon Twelve sedan	32-34	inc.	\$33,000	C	n/c
Custom/Salon Twelve coupe	32-34	inc.	\$41,500	C	n/c
851/852 Supercharged Boattail Speedster	35-36	500*	\$756,000	A	-Adj.
851/852 Supercharged phaeton	35-36	inc.	\$112,500	B	7%
851/852 Supercharged cabriolet	35-36	inc.	\$99,000	B	6%
851/852 Supercharged sedan	35-36	inc.	\$55,000	C	2%
851/852 Supercharged coupe	35-36	inc.	\$72,500	C	4%

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Series 80, closed	31-33	26,963	\$46,000	C	n/c
Series 80, open	31-33	214	\$192,500	C	n/c
Series 80 Roadmaster, closed	36-39	41,075	\$25,500	C	n/c
Series 80 Roadmaster, open	36-39	2,768	\$84,500	C	+Adj.
Series 80 Limited, closed	40	4,079	\$29,500	C	+Adj.
Series 80 Limited, open	40	237	\$77,000	C	n/c
Series 90, closed	31-35	39,979	\$34,000	C	-6%
Series 90, open	31-35	3,342	\$149,000	C	-3%
Skylark convertible	53	1,690	\$143,000	B	+Adj.
Skylark convertible	54	836	\$88,000	B	-1%
Roadmaster convertible	54	3,305	\$62,500	B	-11%
Roadmaster convertible	55	4,739	\$51,500	B	-6%
Roadmaster convertible	56	4,354	\$59,000	B	n/c
Roadmaster convertible	57	4,363	\$93,500	B	4%
Roadmaster convertible	58	1,181	\$59,500	C	n/c
Riviera	63	40,000	\$19,500	C	-5%
Riviera	64	37,958	\$24,000	C	1%
Riviera	65	34,586	\$25,000	C	-Adj.
Riviera GS	65	3,354 (inc.)	\$64,500	B	3%
Skylark GS 400	65	n/a	\$18,500	C	n/c
Skylark GS 400 convertible	65	n/a	\$30,500	C	11%
Riviera	66	45,348	\$11,500	C	-11%
Skylark GS 400	66	11,769	\$17,000	C	n/c
Skylark GS 400 convertible	66	2,047	\$33,000	C	18%
Riviera	67	42,799	\$20,000	C	15%
Skylark GS 400	67	11,673	\$28,000	C	n/c
Skylark GS 400 convertible	67	2,140	\$36,500	C	+Adj.

Adj: adjustment of 20% or more; N/L: New Listing  
www.sportscarmarket.com

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Riviera	68	49,284	\$16,500	C	+Adj.
Skylark GS 400	68	10,743	\$21,500	C	n/c
Skylark GS 400 convertible	68	2,454	\$35,500	C	-3%
Riviera	69	52,872	\$20,500	C	1%
Skylark GS 400	69	6,356	\$25,000	C	n/c
Skylark GS 400 convertible	69	1,176	\$35,000	C	n/c
Skylark GS 400 Stage 1	69	1,256	\$28,000	B	n/c
Skylark GS 400 Stage 1 convertible	69	212	\$72,500	B	13%
Riviera	70	37,336	\$11,500	C	5%
Skylark GS 455	70	8,732	\$33,000	B	n/c
Skylark GS 455 convertible	70	1,416	\$55,000	B	n/c
Skylark GS 455 Stage 1	70	8,732	\$45,000	B	-18%
Skylark GS 455 Stage 1 convertible	70	1,416	\$135,500	B	7%
Skylark GSX	70	678	\$115,500	A	-9%
Skylark GSX Stage 1	70	400 (inc.)	\$136,500	A	-7%
Riviera	71	33,810	\$20,000	C	+Adj.
Skylark GS 455	71	8,268	\$27,000	B	-12%
Skylark GS 455 convertible	71	902	\$31,000	B	-1%
Skylark GS 455 Stage 1	71	1,529	\$39,000	B	12%
Skylark GS 455 Stage 1 convertible	71	162	\$69,000	B	14%
Riviera	72	33,728	\$17,500	C	n/c
Skylark GS 455	72	7,723	\$22,500	B	n/c
Skylark GS 455 convertible	72	852	\$24,000	B	1%
Skylark GS 455 Stage 1	72	inc.	\$48,500	B	+Adj.
Skylark GS 455 Stage 1 convertible	72	inc.	\$60,500	B	n/c
Riviera	73	34,080	\$17,000	C	-1%
Grand National	82	215	\$28,500	C	+Adj.
Grand National	84	2,000	\$18,000	C	-15%
Grand National	85	2,102	\$21,500	C	n/c
Grand National	86	5,512	\$27,500	C	+Adj.
Grand National	87	20,193	\$32,000	C	-2%
GNX	87	547	\$99,000	A	n/c

(For all Buicks: Add 20% for 4-sp.)

### CADILLAC

V8, closed	24-29	124,223	\$52,500	C	+Adj.
V8, open	24-29	inc.	\$112,000	C	+Adj.
V16, closed	30-31	3,251	\$147,000	C	-Adj.
V16, open	30-31	inc.	\$670,000	C	n/c
Madame X	30-31	inc.	\$170,500	C	-Adj.
V8, closed	30-35	38,830	\$28,500	C	-12%
V8, open	30-35	inc.	\$83,500	C	-14%

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
V12, closed	31-35	9,524	\$55,000	C	-9%
V12, open	31-35	inc.	\$143,000	C	-6%
V16, closed	32-35	850	\$176,000	C	+Adj.
V16, open	32-35	inc.	\$362,500	C	n/c
V8 (Series 70, 72, 75), closed	36-40	15,941	\$25,500	C	-Adj.
V8 (Series 70, 72, 75), open	36-40	inc.	\$94,500	C	7%
V12 (Series 80, 85), closed	36-37	1,379	\$52,500	C	-5%
V12 (Series 80, 85), open	36-37	inc.	\$167,500	C	-4%
V16 (Series 90), closed	36-40	199	\$60,500	C	-12%
V16 (Series 90), open	36-40	inc.	\$200,000	C	-Adj.
Series 60 Special	38-42	3,704	\$28,500	C	n/c
Series 62 convertible	40-42	5,903	\$50,500	C	-16%
Series 62 convertible	46	1,342	\$70,500	C	n/c
Series 62 convertible	47	6,755	\$57,000	C	6%
Series 62 convertible	48	5,450	\$57,000	C	-1%
Coupe DeVille	49	2,150	\$33,500	C	n/c
Series 62 convertible	49	8,000	\$57,000	C	2%
Coupe DeVille	50	4,507	\$39,000	C	n/c
Series 62 convertible	50	6,986	\$54,000	C	2%
Coupe DeVille	51	10,241	\$37,000	C	n/c
Series 62 convertible	51	6,117	\$66,000	C	19%
Coupe DeVille	52	11,165	\$33,000	C	n/c
Series 62 convertible	52	6,400	\$68,000	C	+Adj.
Coupe DeVille	53	14,550	\$42,000	C	n/c
Series 62 convertible	53	8,367	\$66,000	C	4%
Eldorado convertible	53	532	\$181,500	B	-18%
Coupe DeVille	54	17,170	\$32,000	C	n/c
Series 62 convertible	54	6,310	\$64,000	C	14%
Eldorado convertible	54	2,150	\$90,000	B	+Adj.
Coupe DeVille	55	33,300	\$32,500	C	n/c
Series 62 convertible	55	8,150	\$33,000	C	-16%
Eldorado convertible	55	3,950	\$69,500	B	4%
Coupe DeVille	56	25,086	\$23,000	C	-4%
Series 62 convertible	56	8,300	\$37,000	C	n/c
Eldorado Seville	56	3,900	\$44,000	C	+Adj.
Eldorado Biarritz convertible	56	2,150	\$95,500	B	3%
Coupe DeVille	57	23,813	\$25,500	C	5%
Series 62 convertible	57	9,000	\$67,000	C	-5%
Eldorado Seville 2-dr hard top	57	2,100	\$46,000	C	2%
Eldorado Biarritz convertible	57	1,800	\$100,000	B	-17%
Eldorado Brougham 4-dr hard top	57	400	\$100,000	B	-8%

Adj: adjustment of 20% or more; NLT: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Coupe DeVille	58	18,414	\$24,000	C	-15%
Series 62 convertible	58	7,825	\$60,500	C	-15%
Eldorado Seville 2-dr hard top	58	855	\$31,000	C	-17%
Eldorado Biarritz convertible	58	815	\$91,500	B	-2%
Eldorado Brougham 4-dr hard top	58	304	\$110,000	B	-3%
Coupe DeVille	59	21,924	\$25,500	C	-11%
Series 62 convertible	59	11,130	\$113,000	C	8%
Eldorado Seville 2-dr hard top	59	975	\$58,000	C	n/c
Eldorado Biarritz convertible	59	1,320	\$231,000	B	+Adj.
Eldorado Brougham 4-dr hard top (Pininfarina)	59	99	\$82,500	B	n/c
Coupe DeVille	60	21,585	\$22,000	C	n/c
Series 62 convertible	60	14,000	\$67,500	C	+Adj.
Eldorado Seville 2-dr hard top	60	1,075	\$38,000	C	3%
Eldorado Biarritz convertible	60	1,285	\$103,500	C	-13%
Eldorado Brougham 4-dr hard top (Pininfarina)	60	101	\$69,000	C	n/c
Coupe DeVille	61	20,156	\$18,500	C	1%
DeVille convertible	61	15,500	\$31,500	C	n/c
Eldorado convertible	61	1,450	\$49,500	C	19%
Coupe DeVille	62	25,675	\$19,000	C	6%
DeVille convertible	62	16,800	\$32,500	C	n/c
Eldorado convertible	62	1,450	\$58,000	C	+Adj.
Coupe DeVille	63	31,749	\$19,500	C	-1%
DeVille convertible	63	17,600	\$24,000	C	3%
Eldorado Biarritz convertible	63	1,825	\$48,500	C	+Adj.
Coupe DeVille	64	38,195	\$17,500	C	-2%
DeVille convertible	64	17,900	\$34,000	C	3%
Eldorado Biarritz convertible	64	1,870	\$48,000	C	+Adj.
Coupe DeVille	65	43,345	\$16,500	C	n/c
DeVille convertible	65	19,200	\$16,500	C	-Adj.
Eldorado convertible	65	2,125	\$27,000	C	3%
Coupe DeVille	66	50,580	\$13,000	C	2%
DeVille convertible	66	19,200	\$16,000	C	-3%
Eldorado convertible	66	2,250	\$28,000	C	n/c
Coupe DeVille	67	52,905	\$14,000	C	n/c
DeVille convertible	67	18,200	\$20,000	C	-8%
Eldorado 2-dr hard top	67	17,930	\$18,000	C	+Adj.
Coupe DeVille	68	63,935	\$8,500	C	-18%
DeVille convertible	68	18,025	\$16,500	C	-5%
Eldorado 2-dr hard top	68	24,528	\$12,500	C	-Adj.
Coupe DeVille	69	65,755	\$8,500	C	n/c
DeVille convertible	69	16,445	\$20,500	C	-15%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Eldorado 2-dr hard top	69	23,333	\$10,000	C	-7%
Coupe DeVille	70	76,043	\$8,500	C	-19%
DeVille convertible	70	15,172	\$18,000	C	+Adj.
Eldorado 2-dr hard top	70	23,842	\$10,500	C	-16%
Eldorado coupe	71	20,568	\$6,000	D	-8%
Eldorado convertible	71	6,800	\$14,000	C	+Adj.
Eldorado coupe	72	32,099	\$7,500	D	-8%
Eldorado convertible	72	7,975	\$9,500	C	n/c
Eldorado coupe	73	42,136	\$6,000	D	-Adj.
Eldorado convertible	73	9,315	\$15,500	C	-6%
Eldorado Indy Pace/Festival Car convertible	73	52	\$18,500	B	-18%
Eldorado coupe	74	32,812	\$7,500	D	-13%
Eldorado convertible	74	7,600	\$12,500	C	-9%
Eldorado coupe	75	35,802	\$8,500	D	-Adj.
Eldorado convertible	75	8,950	\$14,500	C	7%
Eldorado coupe	76	35,184	\$10,000	D	+Adj.
Eldorado convertible	76	14,000	\$21,000	C	5%
Eldorado Bicentennial convertible	76	200	\$44,000	C	6%
Eldorado convertible	84	3,300	\$9,000	C	+Adj.
Eldorado convertible	85	2,300	\$15,000	C	-1%
Allante convertible	87-93	21,433	\$6,000	D	8%
XLR convertible	04-09	14,464	\$19,500	D	-7%
XLR-V convertible	06-09	2,188	\$34,500	D	2%
<b>CHEVROLET</b>					
Bel Air 2-dr hard top	55	185,562	\$34,000	C	n/c
Bel Air convertible	55	41,292	\$65,500	B	9%
Nomad wagon	55	6,103	\$66,000	B	6%
Bel Air 2-dr hard top	56	128,382	\$38,000	C	8%
Bel Air convertible	56	41,268	\$69,500	B	8%
Nomad wagon	56	7,886	\$60,000	B	-3%
Bel Air 2-dr hard top	57	166,426	\$44,000	C	11%
Bel Air convertible	57	47,562	\$72,500	B	2%
Nomad wagon	57	6,103	\$52,500	B	-16%
<i>(For all 1955-57, add 10%-30% for special equipment.)</i>					
Impala 2-dr hard top	58	n/a	\$43,000	D	-2%
Impala convertible	58	n/a	\$84,500	C	2%
El Camino	59	22,246	\$30,500	C	-Adj.
Impala 2-dr hard top	59	n/a	\$40,500	D	-Adj.
Impala 4-dr hard top	59	n/a	\$20,000	D	-Adj.
Impala convertible	59	n/a	\$82,500	C	-Adj.
El Camino	60	14,163	\$29,000	C	-Adj.

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Impala 2-dr hard top	60	n/a	\$35,000	D	-9%
Impala 4-dr hard top	60	n/a	\$16,000	D	-Adj.
Impala convertible	60	n/a	\$54,500	C	-9%
<i>(For all 1958–60, add 10% for 348 or 20% for 348 3x2.)</i>					
Impala 2-dr hard top	61	n/a	\$38,000	D	-10%
Impala 4-dr hard top	61	n/a	\$16,500	D	n/c
Impala convertible	61	n/a	\$48,000	C	-1%
Impala 2-dr hard top	62	n/a	\$27,000	D	-5%
Impala 4-dr hard top	62	n/a	\$14,000	D	n/c
Impala convertible	62	n/a	\$55,000	C	5%
Corvair Monza Spyder convertible	63	7,472	\$13,500	C	17%
Corvair Monza Spyder coupe	63	11,827	\$8,500	C	n/c
Impala 2-dr hard top	63	n/a	\$26,000	D	-4%
Impala 4-dr hard top	63	n/a	\$12,500	D	n/c
Impala Z11	63	50	\$476,000	B	n/c
Impala convertible	63	n/a	\$31,000	C	-Adj.
<i>(For all 1961–63, add 30% for SS 409.)</i>					
Nova SS	63	42,432	\$29,500	C	16%
Corvair Monza Spyder convertible	64	4,761	\$11,500	C	10%
Corvair Monza Spyder coupe	64	6,480	\$8,000	C	n/c
El Camino	64	32,548	\$17,500	C	n/c
Impala 2-dr hard top	64	n/a	\$23,000	D	5%
Impala SS 2-dr hard top	64	185,325	\$31,500	D	5%
Impala 4-dr hard top	64	n/a	\$15,000	D	n/c
Impala convertible	64	n/a	\$48,500	D	+Adj.
Impala SS convertible	64	inc.	\$51,500	C	10%
Nova SS	64	10,576	\$24,500	C	7%
Caprice 4-dr hard top	65	n/a	\$11,000	D	n/c
Corvair Corsa convertible	65	8,353	\$18,000	D	6%
Corvair Corsa coupe	65	20,291	\$15,000	D	+Adj.
Chevelle Z16	65	201	\$230,500	A	-8%
El Camino	65	34,724	\$19,000	C	-3%
Impala 2-dr hard top	65	n/a	\$24,000	D	n/c
Impala SS 2-dr hard top	65	243,113	\$24,500	D	-17%
Impala 4-dr hard top	65	n/a	\$7,000	D	n/c
Impala convertible	65	45,800*	\$29,500	C	4%
Impala SS convertible	65	27,000* (inc.)	\$32,500	C	-Adj.
<i>(Add 20% for SS 396.)</i>					
Nova SS	65	4,300	\$24,500	C	-6%
Caprice 2-dr hard top	66	181,000*	\$19,500	D	-Adj.
Caprice 4-dr hard top	66	inc.	\$16,500	D	-18%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Corvair Corsa convertible	66	3,142	\$13,500	D	+Adj.
Corvair Corsa coupe	66	7,330	\$6,500	D	n/c
Chevelle SS 396	66	72,272	\$45,000	B	n/c
Chevelle SS 396 convertible	66	inc.	\$45,500	B	-17%
El Camino	66	35,119	\$21,500	C	-10%
El Camino SS 396	66	inc.	\$26,500	C	-4%
Impala 2-dr hard top	66	n/a	\$24,000	D	n/c
Impala SS 2-dr hard top	66	119,300	\$27,500	C	n/c
Impala 4-dr hard top	66	n/a	\$9,000	D	-5%
Impala convertible	66	n/a	\$19,500	C	n/c
Impala SS convertible	66	inc.	\$31,500	C	5%
<i>(Add 20% for SS 396, 50% for SS 427.)</i>					
Nova SS	66	10,100	\$42,000	C	4%
Nova SS 327 L79	66	5,487	\$55,000	B	9%
Camaro V8 coupe	67	142,242	\$31,500	C	-14%
Camaro V8 convertible	67	19,856	\$39,500	C	-6%
<i>(Add 15% for SS; 30% for L35; 25% for L48; 40% for L78.)</i>					
Camaro Z28	67	602	\$91,000	A	-10%
<i>(Add 20% RS option.)</i>					
Yenko Camaro	67	107*	\$295,000	A	n/c
Caprice 2-dr hard top	67	124,500*	\$21,000	D	+Adj.
Caprice 4-dr hard top	67	inc.	\$12,500	D	+Adj.
Chevelle SS 396	67	33,069	\$42,000	B	-7%
Chevelle SS 396 convertible	67	29,937	\$57,000	B	9%
El Camino	67	3,483	\$19,500	C	3%
El Camino 396	67	inc.	\$23,500	C	n/c
Impala 2-dr hard top	67	n/a	\$21,500	D	-2%
Impala SS 2-dr hard top	67	66,510	\$31,000	C	-9%
Impala 4-dr hard top	67	n/a	\$8,500	D	-6%
Impala convertible	67	20,392	\$22,000	C	-12%
Impala SS convertible	67	9,545	\$25,500	C	n/c
<i>(Add 10% for SS 396 and 50% for SS 427.)</i>					
Nova SS	67	10,100	\$44,500	C	-2%
Camaro V8 coupe	68	167,251	\$32,000	C	-6%
Camaro V8 convertible	68	16,927	\$32,500	C	-16%
<i>(Add 15% for SS; 35% for L34; 30% for L35; 25% for L48; 40% for L78; 60% for L89.)</i>					
Camaro Z/28	68	7,199	\$54,500	B	-4%
<i>(Add 20% RS option.)</i>					
Yenko Camaro	68	64*	\$465,000	A	-6%
Caprice 2-dr hard top	68	115,500*	\$16,000	D	10%
Caprice 4-dr hard top	68	inc.	\$9,000	D	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Chevelle SS 396	68	62,785	\$36,000	B	4%
Chevelle SS 396 convertible (Add 10% for L78 396/375 option.)	68	inc.	\$51,000	B	-3%
El Camino	68	36,601	\$19,000	C	-12%
El Camino SS 396	68	5,190	\$27,500	C	-5%
Impala 2-dr hard top	68	n/a	\$15,500	D	-Adj.
Impala SS 2-dr hard top	68	n/a	\$32,000	D	n/c
Impala 4-dr hard top	68	n/a	\$9,000	D	n/c
Impala convertible	68	24,730	\$16,500	C	-Adj.
Impala SS convertible (Add 10% for SS 396 and 50% for SS 427.)	68	n/a	\$43,500	C	-19%
Nova SS 350	68	4,670	\$29,500	C	n/c
Nova SS 396 L78	68	667	\$32,500	B	n/c
Camaro V8 coupe	69	190,971	\$39,500	C	-16%
Camaro V8 convertible (Add 10% for SS; 25% for L34; 20% for L35; 15% for L48; 30% for L78; 50% for L89; 25% for 350 Pace Car; 35% for 396 Pace Car.)	69	15,866	\$48,000	C	-13%
Yenko Camaro	69	200*	\$247,500	A	+Adj.
Camaro ZL1	69	69	\$495,000	A	-10%
Camaro Z/28 (Add 10% RS option.)	69	20,302	\$66,000	B	2%
Caprice 2-dr hard top	69	166,900*	\$17,000	D	-13%
Caprice 4-dr hard top	69	inc.	\$9,000	D	n/c
Chevelle SS 396	69	86,307	\$39,000	B	-9%
Chevelle SS 396 convertible (Add 10% for 396/375 option.)	69	inc.	\$55,000	B	n/c
Yenko Chevelle	69	99*	\$210,000	A	12%
El Camino	69	48,385	\$15,000	C	-19%
El Camino SS 396	69	inc.	\$23,000	C	-Adj.
Impala 2-dr hard top	69	n/a	\$12,000	D	-17%
Impala SS 2-dr hard top	69	2,425	\$31,500	C	-5%
Impala 4-dr hard top	69	n/a	\$6,500	D	n/c
Impala convertible	69	14,415	\$16,500	C	n/c
Impala SS convertible (Add 15% for Impala SS 427/425.)	69	inc.	\$22,500	C	-8%
Nova SS 350	69	10,445	\$32,000	C	n/c
Nova SS 396 L78	69	5,262	\$35,500	B	n/c
Yenko Nova 427	69	23*	\$410,500	A	n/c
Camaro Z/28 (Add 10% for RS option.)	70	43,344	\$46,000	B	-6%
Camaro SS	70	2,464	\$43,000	C	+Adj.

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Caprice 2-dr hard top	70	92,000*	\$9,000	D	n/c
Caprice 4-dr hard top	70	inc.	\$7,500	D	n/c
Chevelle SS 396	70	62,372	\$44,000	B	1%
Chevelle SS 396 convertible (Add 10% to 396/375 option.)	70	inc.	\$67,000	B	-6%
Chevelle SS 454/360 LS5	70	4,298	\$50,500	B	10%
Chevelle SS 454/360 LS5 convertible	70	inc.	\$78,000	B	7%
Chevelle SS 454/450 LS6	70	4,475	\$96,500	A	12%
Chevelle SS 454/450 LS6 convertible	70	inc.	\$125,500	A	11%
El Camino	70	47,707	\$20,500	C	-9%
El Camino SS 396	70	inc.	\$27,000	C	-Adj.
El Camino SS 454 LS6	70	inc.	\$124,500	B	n/c
Impala 2-dr hard top	70	n/a	\$12,000	D	n/c
Impala 4-dr hard top	70	n/a	\$7,000	D	n/c
Impala convertible	70	9,562	\$15,000	C	-3%
Monte Carlo	70	145,975	\$13,000	D	n/c
Monte Carlo SS 454	70	3,823	\$21,500	C	2%
Nova SS 350	70	19,558	\$27,500	C	-17%
Nova SS 396 L78 (Add 10%–20% for 4-sp—must have authenticating paperwork.)	70	inc.	\$55,000	B	11%
Yenko Nova Deuce	70	120*	\$122,500	B	7%
Camaro Z/28 (Add 10% for RS option.)	71	38,161	\$38,500	B	-4%
Camaro SS	71	1,533	\$25,500	C	-Adj.
Chevelle SS 396	71	60,000*	\$38,500	C	3%
Chevelle SS 396 convertible	71	inc.	\$44,000	C	n/c
Chevelle SS 454 LS5	71	19,992	\$46,000	C	7%
Chevelle SS 454 LS5 convertible	71	inc.	\$64,000	C	-8%
El Camino	71	41,606	\$17,500	C	6%
El Camino SS 396	71	inc.	\$25,500	C	n/c
El Camino SS 454	71	inc.	\$31,000	C	n/c
Monte Carlo (Add 20% for Monte Carlo SS.)	71	112,599	\$17,000	D	n/c
Nova SS 350	71	19,324	\$22,500	C	15%
Camaro Z/28 (Add 10% for RS option.)	72	22,477	\$46,000	B	-5%
Camaro SS	72	970	\$29,500	C	-3%
Chevelle SS 396	72	21,946	\$27,500	C	n/c
Chevelle SS 396 convertible	72	inc.	\$47,500	C	14%
Chevelle SS 454 LS5	72	3,000	\$33,000	C	n/c
Chevelle SS 454 LS5 convertible	72	inc.	\$53,500	C	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
El Camino	72	57,147	\$16,000	C	-9%
El Camino SS (Add 10% for SS 454.)	72	inc.	\$27,500	C	n/c
Monte Carlo	72	180,819	\$15,000	D	n/c
Nova SS 350	72	inc.	\$22,500	C	-18%
Camaro Z/28 (Add 10% for RS option.)	73	35,930	\$30,000	B	-3%
Nova SS 350	73	35,542	\$12,500	D	n/c
Camaro Z/28	74	70,670	\$15,500	D	n/c
Cosworth Vega	75.5	2,061	\$15,000	C	n/c
Cosworth Vega	76	1,447	\$14,500	C	4%
Camaro Z/28	77	14,349	\$14,500	D	-3%
Camaro Z/28	78	54,907	\$16,500	D	10%
Camaro Z/28	79	84,877	\$15,500	D	-3%
Camaro Z/28	80	45,137	\$18,000	D	n/c
Camaro Z/28 (Add 30% for exceptionally low miles on 1977–81 Z/28.)	81	43,272	\$14,500	D	-12%
Camaro Pace Car	82	6,360	\$10,500	D	-19%
Camaro Pace Car	93	633	\$16,500	D	-11%
Impala SS	94	6,303	\$9,500	D	8%
Impala SS	95	18,649	\$14,000	D	4%
Impala SS (For all Chevrolets: Add 15%–25% for 4-sp.)	96	25,000*	\$11,500	D	-13%

**CORVETTE****C1 (1953–62)**

235/150 roadster	53	300	\$235,000	A	-6%
235/150 roadster	54	3,640	\$69,000	B	-6%
235/155 roadster	55	7	\$86,000	B	2%
265/195	55	693	\$99,000	A	5%
265/210 convertible	56	387	\$68,500	B	4%
265/225	56	3,080	\$77,000	B	-6%
283/220 convertible	57	1,633	\$66,000	B	-14%
283/245	57	2,045	\$87,000	B	6%
283/250 FI	57	284	\$92,500	A	7%
283/270	57	1,621	\$82,500	B	-13%
283/283 FI	57	756	\$97,500	A	-4%
283/230 convertible	58	4,243	\$77,000	B	-1%
283/245	58	2,436	\$79,000	B	-4%
283/250 FI	58	504	\$92,000	B	4%
283/270	58	978	\$78,000	B	-10%
283/290 FI	58	1,007	\$120,000	A	4%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
283/230 convertible	59	5,487	\$65,000	B	-8%
283/245	59	1,417	\$72,000	B	-2%
283/250 FI	59	175	\$91,000	B	n/c
283/270	59	1,846	\$85,500	B	-8%
283/290 FI	59	745	\$118,500	B	3%
283/230 convertible	60	5,827	\$74,000	B	-8%
283/245	60	1,211	\$78,500	B	-15%
283/250 FI	60	100	\$85,000	B	-7%
283/270	60	2,364	\$87,000	B	-2%
283/290 FI	60	759	\$128,500	B	-2%
283/230 convertible	61	5,357	\$72,500	B	15%
283/245	61	1,175	\$75,500	B	-4%
283/270	61	2,827	\$76,000	B	-1%
283/275 FI	61	118	\$91,000	B	3%
283/315 FI	61	1,462	\$100,000	A	-7%
327/250 convertible	62	4,907	\$56,500	B	-3%
327/300	62	3,294	\$58,500	B	n/c
327/340	62	4,412	\$76,500	B	13%
327/360 FI	62	1,918	\$105,500	A	12%
<i>(1956-62, add \$2k-\$4k for auxiliary hard top.)</i>					
<b>C2 (1963-67)</b>					
327 Split-Window coupe	63	10,594	\$78,000	B	4%
327/300 L75	63	inc.	\$98,000	B	-2%
327/340 L76	63	inc.	\$108,000	A	3%
327/360 FI L84	63	inc.	\$165,000	A	7%
327/360 Z06	63	inc.	\$269,500	A	8%
327 convertible	63	10,919	\$44,000	B	n/c
327/300 L75	63	inc.	\$46,000	B	-13%
327/340 L76	63	inc.	\$46,500	B	-2%
327/360 FI L84	63	inc.	\$72,000	A	-18%
Grand Sport	63	5	\$4,900,000	A	n/c
327 coupe	64	8,304	\$43,500	B	n/c
327/300 L75	64	inc.	\$52,500	B	n/c
327/365 L76	64	inc.	\$55,000	B	-4%
327/375 FI L84	64	inc.	\$98,000	A	11%
327 convertible	64	13,925	\$44,000	B	n/c
327/300 L75	64	inc.	\$51,500	B	8%
327/365 L76	64	inc.	\$52,000	B	5%
327/375 FI L84	64	inc.	\$99,500	A	16%
327 coupe	65	8,186	\$56,000	B	n/c
327/300 L75	65	inc.	\$60,000	B	-2%

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
327/350 L79	65	inc.	\$63,500	B	2%
327/365 L76	65	inc.	\$77,500	B	-2%
327/375 FI L84	65	inc.	\$87,500	A	-3%
396/425 L78	65	inc.	\$123,000	A	-2%
327 convertible	65	15,378	\$53,000	B	n/c
327/300 L75	65	inc.	\$55,500	B	6%
327/350 L79	65	inc.	\$65,000	B	9%
327/365 L76	65	inc.	\$64,000	B	-7%
327/375 FI L84	65	inc.	\$122,000	A	9%
396/425 L78	65	inc.	\$99,000	A	n/c
327 coupe	66	9,958	\$55,000	B	n/c
327/350 L79	66	inc.	\$60,000	B	-10%
427/390 L36	66	inc.	\$78,000	B	5%
427/425 L72	66	inc.	\$80,500	A	-7%
327 convertible	66	17,762	\$56,000	B	-9%
327/350 L79	66	inc.	\$58,500	B	-6%
427/390 L36	66	inc.	\$82,500	B	-1%
427/425 L72	66	inc.	\$85,500	A	1%
327 coupe	67	8,504	\$59,500	B	-1%
327/350 L79	67	inc.	\$68,000	B	-1%
427/390 L36	67	inc.	\$99,000	B	n/c
427/400 L68	67	inc.	\$118,500	B	-6%
427/430 L88	67	inc.	\$3,700,000	A	n/c
427/435 L71	67	inc.	\$132,500	A	-17%
327 convertible	67	14,436	\$65,000	B	n/c
327/350 L79	67	inc.	\$75,000	B	-6%
427/390 L36	67	inc.	\$110,000	B	6%
427/400 L68	67	inc.	\$126,500	A	2%
427/430 L88	67	inc.	\$2,315,000	A	n/c
427/435 L71	67	inc.	\$127,500	A	1%

(For 1963–67, add \$2k–\$3k for side exhaust; \$2k–\$4k for auxiliary hard top; \$4k–\$6k for a/c; \$5k–\$8k for knockoff wheels; \$6k–\$10k for aluminum wheels.)

### C3 (1968–82)

327 coupe	68	9,936	\$20,000	C	n/c
327/350 L79	68	inc.	\$26,000	C	n/c
427/390 L36	68	inc.	\$41,500	C	5%
427/400 L68	68	inc.	\$44,000	C	2%
427/430 L88	68	inc.	\$511,500	A	n/c
427/435 L71	68	inc.	\$45,000	B	5%
427/435 L89	68	inc.	\$79,500	A	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
327 convertible	68	18,630	\$28,000	C	2%
327/350 L79	68	inc.	\$29,500	C	n/c
427/390 L36	68	inc.	\$32,000	C	-16%
427/400 L68	68	inc.	\$40,500	C	n/c
427/430 L88	68	inc.	\$679,000	A	n/c
427/435 L71	68	inc.	\$59,000	B	12%
427/435 L89	68	inc.	\$84,500	A	n/c
350 coupe	69	22,129	\$21,000	C	-18%
350/350 L46	69	inc.	\$31,500	C	13%
427/390 L36	69	inc.	\$36,500	C	-6%
427/400 L68	69	inc.	\$48,000	C	9%
427/430 L88	69	inc.	\$572,500	A	n/c
427/435 L71	69	inc.	\$62,500	B	-10%
427/435 L89	69	inc.	\$98,000	A	-7%
427/430 ZL1	69	inc.	\$2,600,000	A	n/c
350 convertible	69	16,633	\$27,000	C	n/c
350/350 L46	69	inc.	\$32,500	C	-2%
427/390 L36	69	inc.	\$40,500	C	-11%
427/400 L68	69	inc.	\$59,500	C	-18%
427/430 L88	69	inc.	\$532,500	A	-2%
427/435 L71	69	inc.	\$84,500	B	4%
427/435 L89	69	inc.	\$170,500	A	3%
350 coupe	70	10,668	\$19,500	C	-Adj.
350/350 L46	70	inc.	\$35,000	C	n/c
350/370 LT1	70	inc.	\$71,000	B	+Adj.
454/390 LS5	70	inc.	\$38,500	B	-4%
350 convertible	70	6,648	\$25,000	C	-19%
350/350 L46	70	inc.	\$36,000	C	4%
350/370 LT1	70	inc.	\$66,000	A	13%
454/390 LS5	70	inc.	\$54,500	B	-Adj.
350 coupe	71	14,680	\$28,500	C	19%
350/330 LT1	71	inc.	\$38,500	C	7%
454/365 LS5	71	inc.	\$32,000	B	5%
454/425 LS6	71	inc.	\$124,000	A	+Adj.
350 convertible	71	7,121	\$27,500	C	-Adj.
350/330 LT1	71	inc.	\$64,500	C	5%
454/365 LS5	71	inc.	\$40,500	B	-6%
454/425 LS6	71	inc.	\$148,500	A	15%
350 coupe	72	20,496	\$21,500	C	-3%
350/255 LT1	72	inc.	\$44,000	C	9%
454/270 LS5	72	inc.	\$22,000	C	-Adj.

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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
350 convertible	72	6,508	\$33,000	C	3%
350/255 LT1	72	inc.	\$59,500	C	+Adj.
454/270 LS5	72	inc.	\$35,000	C	-6%
<i>(1968–72, add \$1k–\$2k for auxiliary hard top; \$2k–\$3k for a/c.)</i>					
350 coupe	73	25,521	\$14,500	C	-11%
350/250 L82	73	inc.	\$23,000	C	n/c
454/275 LS4	73	inc.	\$28,000	C	10%
350 convertible	73	4,943	\$21,000	C	-9%
350/250 L82	73	inc.	\$26,500	C	n/c
454/275 LS4	73	inc.	\$33,500	B	12%
350 coupe	74	32,028	\$14,000	C	-14%
350/250 L82	74	inc.	\$15,000	C	-10%
454/270 LS4	74	inc.	\$17,500	C	-12%
350 convertible	74	5,474	\$17,500	C	-11%
350/250 L82	74	inc.	\$24,000	C	6%
454/270 LS4	74	inc.	\$26,000	B	-9%
350 coupe	75	33,836	\$11,000	C	-4%
350/205 L82	75	inc.	\$17,500	C	+Adj.
350 convertible	75	4,629	\$20,000	C	-3%
350/205 L82	75	inc.	\$35,000	C	+Adj.
350 coupe	76	46,558	\$10,500	C	-7%
350/210 L82	76	inc.	\$12,500	C	-13%
350 coupe	77	49,213	\$10,500	C	11%
350/210 L82	77	inc.	\$12,500	C	15%
350 coupe	78	24,991	\$12,000	C	-10%
350/220 L82	78	inc.	\$12,500	C	-Adj.
350/185 Silver Anniversary	78	15,283	\$15,500	C	-4%
350/220 L82	78	inc.	\$15,500	B	-Adj.
350/185 Pace Car	78	6,502	\$18,000	C	-1%
350/220 L82	78	inc.	\$24,500	B	-9%
350 coupe	79	53,807	\$9,500	C	-Adj.
350/225 L82	79	inc.	\$13,000	C	6%
350 coupe	80	40,614	\$13,000	C	+Adj.
350/230 L82	80	inc.	\$20,000	C	+Adj.
305/180 (California only)	80	inc.	\$8,500	D	-6%
350/190 coupe	81	40,606	\$13,000	C	15%
350/200 coupe	82	18,648	\$14,500	C	10%
350/200 Collector Edition	82	6,759	\$16,500	B	-8%

*(1973–82, add \$750 for aluminum wheels, \$1,250 for auxiliary hard top. 1978–82, add \$650 for glass top.)*

#### C4 (1984–96)

Coupe	84	51,547	\$6,500	D	-Adj.
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Adj: adjustment of 20% or more; NLT: New Listing  
www.sportscarmarket.com

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Coupe	85	39,729	\$6,500	D	-Adj.
Coupe	86	27,794	\$6,500	D	10%
Convertible	86	7,315	\$15,500	D	+Adj.
Malcolm Kanner Comm. Coupe	86	50	\$14,000	D	+Adj.
Coupe	87	20,007	\$6,500	D	10%
Convertible	87	10,625	\$8,500	D	-13%
Callaway Cpe/Cvt	87	188 (inc.)	\$17,500	D	14%
Coupe	88	15,382	\$8,000	D	13%
Convertible	88	7,407	\$11,000	D	+Adj.
35th Anniversary coupe	88	2,050 (inc.)	\$13,000	D	-Adj.
Challenge Racer	88	56 (inc.)	\$26,500	C	n/c
Callaway Cpe/Cvt	88	125 (inc.)	\$17,500	D	-14%
Coupe	89	16,663	\$7,000	D	-2%
Convertible	89	9,749	\$8,000	D	-8%
Challenge Racer	89	60 (inc.)	\$34,500	D	n/c
Callaway Cpe/Cvt	89	67 (inc.)	\$23,500	D	n/c
Coupe	90	12,967	\$7,000	D	2%
ZR-1 coupe	90	3,049	\$29,000	C	14%
Convertible	90	7,630	\$9,000	D	13%
Callaway Cpe/Cvt	90	58 (inc.)	\$23,500	D	n/c
World Challenge Racer	90	23 (inc.)	\$35,500	D	n/c
Coupe	91	12,923	\$9,500	D	-13%
ZR-1 coupe	91	2,044	\$21,500	C	-14%
Convertible	91	5,672	\$9,500	D	10%
Callaway Cpe/Cvt	91	71 (inc.)	\$20,500	D	n/c
Coupe	92	14,102	\$7,000	D	-Adj.
ZR-1 coupe	92	502	\$19,500	C	6%
Convertible	92	5,875	\$10,500	D	+Adj.
Coupe	93	15,396	\$9,500	D	-2%
ZR-1 coupe	93	448	\$23,500	C	1%
Convertible	93	5,692	\$10,000	D	-1%
40th Anniversary coupe	93	6,749	\$13,000	D	-12%
40th Anniversary convertible	93	inc.	\$14,500	D	14%
40th Anniversary ZR-1 coupe	93	inc.	\$35,000	C	-Adj.
Coupe	94	17,536	\$9,000	D	-2%
ZR-1 coupe	94	448	\$21,500	C	6%
Convertible	94	5,346	\$11,000	D	5%
Coupe	95	15,323	\$9,500	D	-2%
ZR-1 coupe	95	448	\$25,500	C	-18%
Convertible	95	4,444	\$12,500	D	-10%
Pace Car convertible	95	527	\$19,500	D	1%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Coupe	96	12,326	\$11,500	D	+Adj.
Convertible	96	2,798	\$9,500	D	4%
Collector Edition coupe	96	4,031	\$12,000	D	5%
Collector Edition convertible	96	1,381	\$14,500	D	-3%
Grand Sport coupe	96	810	\$28,500	C	-1%
Grand Sport convertible	96	190	\$44,000	C	-13%

(1984-96, add \$1,300 for auxiliary hard top, \$600 for 6-sp, \$3,000 for LT4 in 1996.)

#### C5 (1997-2004)

Coupe	97	9,752	\$12,000	D	-Adj.
Coupe	98	19,235	\$11,500	D	7%
Convertible	98	10,686	\$13,000	D	-2%
Pace Car convertible	98	1,163	\$21,500	D	-1%
Coupe	99	18,078	\$10,500	D	9%
Convertible	99	11,161	\$16,000	D	+Adj.
Hard top	99	4,031	\$10,000	D	n/c
Coupe	00	18,113	\$13,000	D	-6%
Convertible	00	13,479	\$16,500	D	3%
Hard top	00	2,090	\$14,000	D	-3%
Coupe	01	15,681	\$15,000	D	-4%
Convertible	01	14,173	\$18,500	D	7%
Z06 hard top	01	5,773	\$23,500	C	-3%
Coupe	02	14,760	\$13,000	D	10%
Convertible	02	12,710	\$15,500	D	-1%
Z06 hard top	02	8,297	\$23,000	C	5%
Coupe	03	8,727	\$21,500	D	2%
Convertible	03	6,475	\$18,500	D	+Adj.
Z06 hard top	03	8,635	\$21,500	C	-5%
50th Anniversary coupe	03	4,085	\$19,500	D	-1%
50th Anniversary convertible	03	7,547	\$26,000	D	-9%
Coupe	04	16,165	\$15,500	D	-12%
Convertible	04	12,216	\$18,500	D	-4%
Z06 hard top	04	5,683	\$24,500	C	-4%

(2004, add up to 10% for Commemorative Edition.)

#### C6 (2005-2013)

Coupe	05	26,278	\$17,000	D	1%
Convertible	05	10,644	\$23,000	D	3%
Coupe	06	16,598	\$23,000	D	-6%
Convertible	06	11,151	\$25,500	D	-4%
Z06 coupe	06	6,272	\$38,000	C	15%
Coupe	07	21,484	\$20,500	D	13%
Convertible	07	10,918	\$28,000	D	-2%

Adj: adjustment of 20% or more; NLT: New Listing  
www.sportscarmarket.com

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Pace Car convertible	07	500	\$41,500	D	4%
Z06 coupe	07	8,159	\$39,500	C	19%
Ron Fellows Z06 coupe	07	399	\$48,000	C	n/c
Coupe	08	19,796	\$18,000	D	-Adj.
Pace Car coupe	08	234	\$33,000	D	-12%
Convertible	08	7,283	\$25,500	D	-8%
Pace Car convertible	08	266	\$54,000	D	+Adj.
Z06 coupe	08	7,731	\$34,000	C	-16%
Coupe	09	8,737	\$24,500	D	10%
Convertible	09	3,343	\$27,000	D	-1%
Z06 coupe	09	3,461	\$48,000	C	+Adj.
ZR1 coupe	09	1,415	\$76,000	C	8%
Coupe	10	3,054	\$32,500	D	n/c
Convertible	10	1,003	\$38,500	D	n/c
Z06 coupe	10	518	\$50,500	C	n/c
ZR1 coupe	10	1,577	\$68,000	C	-19%
Grand Sport coupe	10	3,707	\$34,000	C	-14%
Grand Sport convertible	10	2,335	\$43,000	C	-3%
Coupe	11	3,112	\$30,500	D	5%
Convertible	11	780	\$35,500	D	-3%
Z06 coupe	11	904	\$61,500	C	-1%
ZR1 coupe	11	806	\$68,000	C	n/c
Grand Sport coupe	11	5,212	\$40,500	C	n/c
Grand Sport convertible	11	2,782	\$41,500	C	n/c
Coupe	12	2,820	\$33,500	D	n/c
Convertible	12	621	\$39,500	D	n/c
Z06 coupe	12	478	\$58,500	C	n/c
ZR1 coupe	12	404	\$73,000	C	-12%
ZR1 Centennial Edition	12	inc.	\$73,500	C	-5%
Grand Sport coupe	12	5,056	\$41,000	C	n/c
Grand Sport convertible	12	2,268	\$46,500	C	-2%
Coupe	13	2,597	\$40,500	D	n/c
Convertible	13	720	\$48,500	D	n/c
Grand Sport coupe	13	4,908	\$40,000	C	-2%
Grand Sport convertible	13	1,736	\$52,500	C	n/c
427	13	2,552	\$60,500	C	n/c
Z06	13	471	\$62,000	C	n/c
ZR1	13	482	\$66,000	C	-3%

**C7 (2014–present)**

Stingray coupe	14	26,565	\$46,000	D	-3%
Stingray convertible	14	10,723	\$55,000	D	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Stingray coupe	15	20,757	\$46,000	D	n/c
Stingray convertible	15	4,830	\$69,500	D	n/c
Z06 coupe	15	6,980	\$67,000	C	-13%
Z06 convertible	15	1,673	\$84,500	C	-8%
Stingray coupe	16	21,387	\$50,000	D	-4%
Stingray convertible	16	5,027	\$55,500	D	n/c
Z06 coupe	16	11,543	\$73,500	C	-8%
Z06 convertible	16	2,732	\$73,500	C	-11%
Stingray coupe	17	11,253	\$52,500	D	n/c
Stingray convertible	17	2,298	\$56,500	D	n/c
Z06 coupe	17	6,197	\$77,000	C	-8%
Z06 convertible	17	1,076	\$80,500	C	n/c
Grand Sport coupe	17	9,912	\$62,000	C	-11%
Grand Sport convertible	17	2,046	\$65,500	C	-10%
Stingray coupe	18	3,068	\$55,500	C	n/c
Stingray convertible	18	735	\$59,500	C	n/c
Z06 coupe	18	2,353	\$79,500	C	n/c
Z06 convertible	18	449	\$83,500	C	n/c
Grand Sport coupe	18	2,569	\$65,500	C	n/c
Grand Sport convertible	18	512	\$69,500	C	n/c
Stingray coupe	19	4,176	\$55,495 (MSRP)	C	n/c
Stingray convertible	19	877	\$55,495 (MSRP)	C	n/c
Z06 coupe	19	2,629	\$79,495 (MSRP)	C	n/c
Z06 convertible	19	462	\$83,495 (MSRP)	C	n/c
Grand Sport coupe	19	3,899	\$65,495 (MSRP)	C	n/c
Grand Sport convertible	19	774	\$69,495 (MSRP)	C	n/c
ZR1 coupe	19	1,018	\$118,900 (MSRP)	B	n/c
ZR1 convertible	19	277	\$122,900 (MSRP)	B	n/c

(Add \$4,000 for Z51 performance package.)

(Bloomington Gold, NCRS certification, or racing history can add significantly to the value of a Corvette.)

### CHRYSLER

Imperial CG, closed	31	3,228	\$45,000	C	n/c
Imperial CG, open	31	inc.	\$295,000	B	6%
Imperial CH, closed	32	1,402	\$69,000	C	n/c
Imperial CH, open	32	inc.	\$275,000	B	n/c
Custom Imperial CL, closed	32-33	371	\$72,500	C	n/c
Custom Imperial CL, open	32-33	inc.	\$493,500	B	2%
Custom Imperial Airflow	34-37	418	\$213,500	B	13%
Airflow Eight	34-37	19,685	\$27,500	B	-Adj.
Newport	40	6	\$567,500	A	n/c
Thunderbolt	40	6	\$675,000	A	n/c

Adj: adjustment of 20% or more; NLT: New Listing  
www.sportscarmarket.com

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Town & Country wagon	41–42	1,997	\$278,000	B	-15%
Town & Country convertible	46–48	8,368	\$77,500	B	-18%
Town & Country sedan	46–48	3,994	\$64,500	B	7%
Town & Country convertible	49	993	\$51,000	B	-Adj.
C-300 2-dr hard top	55	1,725	\$46,000	B	-18%
300B 2-dr hard top	56	1,102	\$56,000	C	+Adj.
300C 2-dr hard top	57	1,918	\$52,500	C	+Adj.
300C convertible	57	484	\$113,500	B	14%
300D 2-dr hard top	58	618	\$36,000	B	-Adj.
300D convertible	58	191	\$88,000	B	n/c
300E 2-dr hard top	59	550	\$55,000	B	-13%
300E convertible	59	140	\$118,500	B	14%
300F 2-dr hard top	60	964	\$38,000	B	-Adj.
300F convertible	60	248	\$88,000	B	-1%
300G 2-dr hard top	61	1,280	\$61,000	B	-13%
300G convertible	61	337	\$148,500	B	n/c
300H 2-dr hard top	62	435	\$44,000	C	n/c
300H convertible	62	123	\$126,500	B	+Adj.
300J 2-dr hard top	63	400	\$22,000	C	n/c
300K 2-dr hard top	64	3,022	\$17,000	C	n/c
300K convertible	64	625	\$27,500	C	-14%
300L 2-dr hard top	65	2,405	\$16,500	C	+Adj.
300L convertible	65	440	\$24,000	C	18%
TC by Maserati	88–91	7,300	\$4,500	D	10%
Crossfire SRT-6 coupe	05–06	2,466	\$7,500	D	NL†
Crossfire SRT-6 convertible	05–06	1,321	\$9,500	D	NL†

(For all Chryslers: Add 15%–25% for 4-sp.)

### CORD

L-29 closed	29–32	5,010	\$73,500	B	-Adj.
L-29 open	29–32	inc.	\$173,500	B	-7%
810 sedan	36	1,764	\$76,000	C	+Adj.
810 phaeton	36	inc.	\$154,000	B	+Adj.
810 "Sportsman" convertible	36	inc.	\$154,000	A	8%
812 sedan	37	1,066	\$58,000	C	15%
812 phaeton	37	inc.	\$99,500	B	-17%
812 "Sportsman" convertible	37	inc.	\$133,000	B	-1%
812 SC phaeton	37	inc.	\$216,000	B	2%
812 SC "Sportsman" convertible	37	inc.	\$231,000	A	-Adj.

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
<b>DODGE</b>					
Charger	66	37,300	\$22,500	C	+Adj.
Hemi Charger	66	468	\$70,000	B	3%
Hemi Coronet	66	711	\$67,500	B	n/c
Hemi Coronet convertible	66	27	\$123,000	B	-19%
Charger	67	15,788	\$21,500	C	2%
Charger 440	67	inc.	\$41,500	C	n/c
Hemi Charger	67	118	\$74,500	B	n/c
Coronet R/T	67	9,553	\$33,000	C	+Adj.
Coronet R/T convertible	67	628	\$58,500	C	n/c
Hemi Coronet R/T	67	283	\$104,500	B	n/c
Charger R/T	68	46,472	\$56,000	C	-12%
Hemi Charger	68	467	\$132,000	A	3%
Coronet R/T	68	10,900	\$44,000	B	6%
Hemi Coronet R/T convertible	68	20	\$154,000	A	n/c
Dart GTS	68	n/a	\$38,500	C	-Adj.
Dart GSS 440	68	50	\$86,500	A	n/c
Super Bee	68	48,221	\$33,500	B	n/c
Hemi Super Bee	68	383	\$84,000	A	n/c
Super Stock Hemi	68	80	\$145,000	B	-12%
Charger R/T	69	20,100	\$61,000	C	-13%
Hemi Charger	69	180	\$122,000	A	-13%
Charger 500	69	500	\$71,500	C	-5%
Hemi Charger 500	69	52	\$152,500	B	-1%
Coronet R/T	69	7,200	\$32,500	B	-8%
Hemi Coronet R/T convertible	69	10	\$179,000	A	n/c
Dart GTS 340	69	6,700	\$24,500	C	-14%
Dart 340 convertible (Add 30% for 383.)	69	760	\$37,500	C	n/c
Daytona 440	69	433	\$247,500	B	n/c
Hemi Daytona	69	70	\$798,500	A	n/c
Super Bee	69	27,846	\$35,000	B	-Adj.
Super Bee A12 440 Six Pack (1969½ M code)	69	1,907	\$79,000	B	n/c
Hemi Super Bee	69	256	\$154,000	A	12%
Challenger 340/383	70	22,086	\$33,000	C	-10%
Challenger 340/383 convertible	70	5,388	\$68,500	C	4%
Challenger T/A	70	2,399	\$64,000	B	-10%
Challenger R/T 383	70	18,868	\$38,000	C	-Adj.
Challenger R/T 383 convertible	70	inc.	\$48,500	C	-Adj.
Challenger R/T 440	70	1,070	\$46,000	C	-12%
Challenger R/T 440 convertible	70	inc.	\$85,500	B	-Adj.

Adj: adjustment of 20% or more; NLT: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Challenger R/T 440 Six Pack	70	1,936	\$97,500	B	+Adj.
Challenger R/T 440 Six Pack convertible	70	99	\$173,500	B	5%
Hemi Challenger	70	347	\$148,500	A	-5%
Hemi Challenger convertible	70	12	\$1,050,000	A	n/c
Charger R/T	70	10,337	\$60,500	C	-2%
Charger R/T 440 Six Pack	70	116	\$74,500	B	-3%
Charger 500 383/335	70	7,027	\$34,500	C	-Adj.
Hemi Charger	70	112	\$118,500	A	n/c
Coronet R/T	70	2,319	\$46,000	B	n/c
Coronet R/T 440 Six Pack	70	194	\$63,500	B	n/c
Coronet R/T 440 Six Pack convertible	70	16	\$61,500	A	-Adj.
Hemi Coronet	70	13	\$101,500	B	-12%
Super Bee	70	15,506	\$35,000	B	-14%
Super Bee 440 Six Pack	70	1,268	\$71,500	B	1%
Hemi Super Bee	70	36	\$117,500	A	-Adj.
Challenger 340/383	71	4,571	\$32,500	C	-19%
Challenger 340/383 convertible	71	2,165	\$52,000	C	-2%
Challenger R/T	71	4,630	\$43,500	C	1%
Challenger R/T 440 Six Pack	71	250	\$88,500	B	15%
Hemi Challenger	71	71	\$350,000	A	+Adj.
Demon 340	71	10,098	\$31,500	C	-15%
Super Bee	71	5,054	\$21,000	C	-Adj.
Super Bee 440 Six Pack	71	99	\$88,000	C	n/c
Hemi Super Bee	71	22	\$186,500	B	n/c
Challenger	72	18,535	\$26,500	C	-17%
Challenger Rallye	72	6,902	\$32,000	C	-9%
Demon 340	72	8,700	\$25,500	C	n/c
Challenger	73	32,596	\$26,000	C	-16%
Challenger 340	73	inc.	\$32,500	C	-3%
Challenger	74	16,437	\$27,500	C	10%
Challenger 360	74	inc.	\$29,000	C	-5%
Li'l Red Express D150 pickup	78-79	7,306	\$20,500	C	13%
Viper RT/10 roadster	92	285	\$75,000	B	n/c
Viper RT/10 roadster	93	1,043	\$40,000	B	14%
Viper RT/10 roadster	94	3,083	\$40,500	B	13%
Viper RT/10 roadster	95	1,577	\$30,500	B	3%
Viper GTS	96	1,166	\$58,500	B	-2%
Viper RT/10 convertible	96	721	\$32,000	B	-18%
Viper GTS	97	1,671	\$34,500	B	n/c
Viper RT/10 convertible	97	117	\$30,000	B	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Viper GTS	98	837	\$45,500	B	10%
Viper GTS-R	98	100	\$99,000	B	-7%
Viper RT/10 convertible	98	379	\$27,500	B	-10%
Viper GTS	99	484	\$42,000	B	n/c
Viper RT/10 convertible	99	549	\$27,500	B	n/c
Viper ACR	99	215	\$46,000	B	n/c
Viper GTS	00	731	\$48,500	B	n/c
Viper RT/10 convertible	00	840	\$33,500	B	-4%
Viper ACR	00	218	\$61,000	B	n/c
Viper GTS	01	650	\$42,000	B	-9%
Viper RT/10 convertible	01	874	\$40,000	B	n/c
Viper ACR	01	227	\$52,500	B	n/c
Viper GTS	02	759	\$47,500	B	7%
Viper RT/10 convertible	02	545	\$43,000	B	9%
Viper ACR	02	159	\$48,500	B	n/c
Viper SRT-10 convertible	03	1,875	\$33,000	C	-Adj.
Viper SRT-10 convertible	04	2,435	\$39,500	C	-2%
Viper SRT-10 convertible	05	2,010	\$40,000	C	-8%
Viper SRT-10 convertible	06	752	\$41,500	C	11%
Viper SRT-10	06	1,117	\$58,500	C	-3%
Viper SRT-10 convertible	08	712	\$49,000	C	3%
Viper SRT-10	08	688	\$59,500	C	7%
Viper SRT-10 ACR	08	179	\$65,500	B	7%
Viper SRT-10 convertible	09	167	\$55,500	C	n/c
Viper SRT-10	09	241	\$62,500	C	n/c
Viper SRT-10 ACR	09	245	\$78,500	B	-1%
Viper SRT-10 convertible	10	n/a	\$63,500	C	n/c
Viper SRT-10	10	n/a	\$66,000	C	-4%
Viper SRT-10 ACR	10	n/a	\$85,500	B	-Adj.
Challenger SRT Hellcat	15–	7,000*	\$60,000	C	-3%
Charger SRT Hellcat	15–	4,000*	\$56,000	C	n/c
Challenger SRT Demon	18	3,000	\$136,000	C	-5%

(For all Vipers: For exceptionally low mileage add 10%.)

(For all Dodge: Add 15%–25% for 4-sp.)

### DUESENBERG

Model J convertible sedan	29–37	480*	\$1,555,000	A	n/c
Model J Tourster	30–35	inc.	\$1,050,000	A	-5%
Model J phaeton	29–37	inc.	\$1,575,000	A	n/c
Model J Murphy open sedan	29–32	inc.	\$880,000	B	-14%
Model J Murphy convertible coupe	29–34	inc.	\$1,430,000	A	n/c
Model J Murphy torpedo convertible	30–34	inc.	\$1,539,000	A	3%

Adj: adjustment of 20% or more; NLT: New Listing

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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Model J Murphy sedan	29-34	inc.	\$587,500	B	n/c
Model J Murphy town car	29-34	inc.	\$1,025,000	B	1%
Model J Rollston town car	30-37	10	\$675,000	B	n/c

(Add 25% for original supercharger. Exceptional or rare coachwork can command higher prices.)

## FORD

Thunderbird convertible	55	16,155	\$31,000	C	n/c
Thunderbird convertible	56	15,631	\$35,000	C	6%
Fairlane 500 Skyliner retractable hard top	57	20,766	\$42,500	C	n/c
Ranchero	57	21,695	\$28,500	C	4%
Thunderbird convertible	57	21,380	\$36,500	C	6%
Thunderbird D-code convertible	57	inc.	\$42,000	C	4%
Thunderbird E-code convertible (dual carbs)	57	inc.	\$63,500	C	-2%
Thunderbird F-code convertible (supercharged)	57	194	\$176,000	B	19%
<i>(Deduct \$1,000 for only one top.)</i>					
Fairlane 500 Skyliner retractable hard top	58	14,713	\$38,500	C	-8%
Ranchero	58	9,950	\$24,000	C	n/c
Thunderbird	58	35,758	\$20,000	C	18%
Thunderbird convertible	58	2,134	\$20,500	C	n/c
Galaxie Skyliner retractable hard top	59	12,915	\$36,500	C	-1%
Ranchero	59	14,169	\$24,000	C	+Adj.
Thunderbird	59	59,195	\$16,000	C	-3%
Thunderbird convertible	59	10,261	\$29,500	C	+Adj.
<i>(Add 25% for 430-ci J-code.)</i>					
Ranchero	60	21,027	\$14,000	C	+Adj.
Thunderbird	60	80,938	\$17,500	C	9%
Thunderbird convertible	60	11,860	\$32,000	C	14%
<i>(Add 25% for 430-ci J-code and/or sunroof.)</i>					
Ranchero	61	20,937	\$8,500	C	-6%
Thunderbird	61	62,535	\$11,000	C	-15%
Thunderbird convertible	61	10,516	\$28,500	C	+Adj.
Ranchero	62	20,842	\$8,500	C	n/c
Thunderbird	62	68,127	\$9,500	C	-Adj.
Thunderbird convertible	62	8,457	\$41,000	C	15%
Thunderbird Sports Roadster	62	1,427	\$36,000	C	-6%
Ranchero	63	18,533	\$9,000	C	n/c
Thunderbird	63	63,313	\$17,000	C	+Adj.
Thunderbird convertible	63	5,913	\$25,000	C	+Adj.
<i>(Add 20% for 390-ci M-code.)</i>					
Thunderbird Sports Roadster	63	455	\$47,000	C	-7%
<i>(Add 20% for 390-ci M-code.)</i>					

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Galaxie 500 Lightweight	63-64	200	\$135,000	B	-7%
Ranchero	64	9,916	\$9,500	C	19%
Thunderbird	64	83,267	\$7,500	C	-17%
Thunderbird convertible	64	9,198	\$26,500	C	n/c
Thunderbolt	64	100	\$239,500	B	n/c
GT40 Mk I-IV	64-69	102*	\$5,860,000	A	+Adj.
<i>(Includes road and race cars from original phases of production. Prices will vary greatly for cars with significant history.)</i>					
Mustang coupe	65	506,965	\$17,000	B	-8%
Mustang 2+2 fastback	65	77,079	\$36,500	B	-9%
Mustang convertible	65	101,945	\$30,000	B	7%
<i>(Add 40% for K-code.)</i>					
Ranchero	65	10,539	\$14,000	C	-3%
Thunderbird	65	68,126	\$9,000	C	n/c
Thunderbird convertible	65	6,846	\$26,500	C	n/c
Fairlane GT	66	33,015	\$29,000	C	14%
Fairlane GT convertible	66	4,327	\$39,500	C	2%
Mustang coupe	66	499,751	\$17,500	B	3%
Mustang 2+2 fastback	66	35,698	\$36,500	B	-13%
Mustang convertible	66	72,119	\$30,500	B	n/c
<i>(Add 40% for K-code.)</i>					
Ranchero	66	9,480	\$9,500	C	n/c
Thunderbird	66	64,127	\$9,000	C	n/c
Thunderbird convertible	66	5,049	\$30,000	C	n/c
<i>(Add 10% for 428 engine.)</i>					
Fairlane GT	67	18,670	\$31,500	C	2%
Fairlane GT convertible	67	2,117	\$35,500	C	9%
Mustang coupe	67	356,271	\$16,500	C	-6%
Mustang 2+2 fastback	67	71,042	\$45,000	C	-13%
Mustang convertible	67	44,808	\$25,000	C	-11%
<i>(Add 40% for K-code.)</i>					
Ranchero	67	17,243	\$12,500	C	-Adj.
Mustang coupe	68	249,447	\$16,000	C	-6%
Mustang GT California Special coupe	68	4,117	\$27,000	C	-13%
Mustang 2+2 fastback	68	42,325	\$48,500	C	n/c
Mustang convertible	68	26,376	\$26,500	C	-4%
<i>(Add 20% for 390 engine; 40% for 428 CJ in 1968.)</i>					
Ranchero	68	15,043	\$8,500	C	n/c
Ranchero GT	68	1,669	\$10,500	C	n/c
Torino GT	68	103,384	\$21,000	C	14%
Mustang convertible	69	14,746	\$19,500	C	-9%
Mustang Mach 1 351	69	72,458	\$39,500	C	-2%

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Mustang Mach 1 428	69	inc.	\$66,000	B	n/c
Mustang Boss 302	69	1,934	\$68,500	A	8%
Mustang Boss 429	69	857	\$231,000	A	-5%
<i>(Add 10% for early 1969 model.)</i>					
Ranchero	69	17,070	\$10,000	C	n/c
Ranchero GT	69	1,658	\$15,000	C	n/c
Talladega 428	69	748	\$49,500	C	18%
Torino GT Cobra	69	81,822	\$28,000	C	-18%
Mustang convertible	70	7,673	\$27,500	C	10%
Mustang Mach 1 351	70	40,970	\$39,500	C	7%
Mustang Mach 1 428	70	inc.	\$64,000	B	-6%
Mustang Boss 302	70	6,318	\$67,500	A	-1%
Mustang Boss 429	70	500	\$203,500	A	-Adj.
Ranchero	70	17,735	\$14,000	C	12%
Ranchero GT	70	3,905	\$23,000	C	10%
Torino Cobra 429	70	7,675	\$53,500	C	8%
Torino GT	70	56,819	\$29,000	B	9%
Torino GT convertible	70	3,939	\$26,500	B	-Adj.
Mustang convertible	71	6,121	\$25,000	C	+Adj.
Mustang Boss 351	71	1,806	\$81,000	C	-2%
Mustang Mach 1	71	36,449	\$25,000	C	4%
Mustang Mach 1 429 CJ	71	inc.	\$84,500	B	12%
Ranchero	71	21,314	\$12,000	C	-Adj.
Ranchero GT	71	3,632	\$19,000	C	-Adj.
Torino Cobra 429	71	3,054	\$26,500	C	-Adj.
Torino GT	71	31,641	\$28,000	B	17%
Torino GT convertible	71	1,613	\$27,500	B	2%
Mustang convertible	72	6,401	\$18,000	C	16%
Mustang Mach 1	72	27,675	\$21,500	C	n/c
Mustang convertible	73	11,853	\$17,500	C	-5%
Mustang Mach 1	73	35,440	\$18,500	C	-10%
Mustang II King Cobra	78	4,960	\$6,500	D	n/c
Mustang SVO	84-86	9,502	\$10,000	D	-Adj.
Saleen Mustang	85-92	2,415	\$17,500	D	-5%
Mustang ASC McLaren convertible	87-90	1,806	\$11,000	D	NL†
Mustang SVT Cobra	93	4,993	\$39,000	D	-2%
Mustang SVT Cobra R	93	107	\$75,000	C	+Adj.
F-150 SVT Lightning	93-95	11,563	\$12,500	D	-Adj.
Mustang SVT Cobra	94-95	9,264	\$12,000	D	-9%
Mustang SVT Cobra convertible	94-95	2,003	\$17,500	D	-7%

*(Add 10% for Indy Pace Car edition.)*

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Mustang SVT Cobra R	95	250	\$38,000	C	+Adj.
Mustang SVT Cobra	96-98	19,627	\$10,000	D	9%
Mustang SVT Cobra convertible	96-98	9,078	\$9,000	D	-Adj.
Mustang SVT Cobra	99, 01	5,907	\$14,500	D	2%
Mustang SVT Cobra convertible	99, 01	7,439	\$13,000	D	+Adj.
F-150 SVT Lightning	99-04	28,124	\$26,500	D	+Adj.
Mustang SVT Cobra R	00	300	\$54,000	C	5%
Mustang SVT Cobra	03-04	12,162	\$25,500	D	-1%
Mustang SVT Cobra convertible	03-04	6,978	\$28,000	D	4%
GT	05-06	4,038	\$302,500	A	n/c
GT Heritage Edition	05-06	inc.	\$462,000	A	n/c
GT	17-	n/a	\$1,320,000	A	NL†
GT '66 Heritage Edition	17-	n/a	\$1,540,000	A	NL†

(For all Fords add 20% for 4-sp. Deduct 20% for 6-cyl. Mustangs.)

### GMC

Syclone pickup	91	2,995	\$33,500	C	n/c
Typhoon SUV	92-93	4,697	\$19,000	C	3%

### HUDSON

Series L, closed	29	n/a	\$25,500	C	n/c
Series L, open	29	n/a	\$64,500	B	+Adj.
Hornet Hollywood hard top	51	43,666	\$78,000	C	n/c
Hornet convertible	51	inc.	\$58,000	B	-Adj.
Hornet Hollywood hard top	52	35,921	\$61,500	C	+Adj.
Hornet convertible	52	inc.	\$93,500	B	n/c
Hornet Hollywood hard top	53	27,208	\$33,000	C	n/c
Hornet convertible	53	inc.	\$134,000	B	n/c
Italia	54	26	\$323,500	B	+Adj.
Hornet Hollywood hard top	54	24,833	\$48,000	C	n/c
Hornet convertible	54	inc.	\$82,500	B	-Adj.

### IMPERIAL

2-dr hard top	55	3,418	\$25,500	C	-3%
2-dr hard top	56	2,094	\$22,000	C	n/c
Crown 2-dr hard top	57	4,199	\$33,500	B	-Adj.
Crown convertible	57	1,167	\$66,000	B	n/c
Crown 2-dr hard top	58	1,939	\$29,500	B	4%
Crown convertible	58	675	\$55,500	B	-16%
Crown 2-dr hard top	59	1,728	\$28,000	B	n/c
Crown convertible	59	555	\$89,500	B	n/c
Crown 2-dr hard top	60	1,504	\$22,500	C	n/c
Crown convertible	60	618	\$102,500	B	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Crown 2-dr hard top	61	1,007	\$22,500	C	n/c
Crown convertible	61	426	\$78,500	B	n/c
Crown 2-dr hard top	62	1,010	\$28,500	C	n/c
Crown convertible	62	554	\$50,500	B	n/c
Crown 2-dr hard top	63	1,067	\$27,000	C	n/c
Crown convertible	63	531	\$42,000	B	9%
Crown 2-dr hard top	64	5,233	\$12,500	C	7%
Crown convertible	64	922	\$20,500	B	n/c
Crown 2-dr hard top	65	3,974	\$19,000	C	n/c
Crown convertible	65	633	\$28,500	C	n/c
<b>JEEP/WILLYS</b>					
CJ-2A	45-49	214,760	\$10,500	C	-16%
Jeepster	48-52	n/a	\$18,500	C	n/c
CJ-3A	49-53	138,120	\$10,000	C	-Adj.
CJ-3B	53-68	178,854	\$9,500	C	-7%
CJ-5	55-71	603,303	\$10,000	C	-12%
CJ-5	72-83	inc.	\$13,500	C	-14%
CJ-7	76-86	379,659	\$16,500	D	n/c
CJ-8 Scrambler	81-86	27,783	\$25,000	D	2%
Grand Wagoneer	84-86	47,798	\$29,000	C	6%
Grand Wagoneer	87-91	54,087	\$21,500	C	10%
<b>KAISER-DARRIN</b>					
161	54	435	\$112,000	B	-10%
<b>LASALLE</b>					
303, closed	27-28	26,806	\$32,000	C	n/c
303, open	27-28	inc.	\$75,000	B	n/c
328, closed	29	22,961	\$32,500	C	n/c
328, open	29	inc.	\$75,000	B	1%
340, closed	30	11,005	\$22,500	C	-Adj.
340, open	30	inc.	\$82,500	B	n/c
345A, closed	31	10,103	\$33,000	C	n/c
345A, open	31	inc.	\$74,000	B	-4%
345B, closed	32	3,290	\$39,500	C	+Adj.
345B, open	32	inc.	\$77,000	B	n/c
345C, closed	33	3,381	\$33,500	C	n/c
345C, open	33	inc.	\$80,000	B	n/c
<b>LINCOLN</b>					
Model L, closed	20-30	65,149	\$38,000	C	-Adj.
Model L, open	20-30	inc.	\$67,000	C	-8%
Model K, closed	31	3,540	\$52,500	C	n/c
Model K, open	31	inc.	\$89,000	C	-Adj.

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Model KA, closed	32-34	4,917	\$31,000	C	-Adj.
Model KA, open	32-34	inc.	\$130,000	C	n/c
Model KB, closed	32-34	2,788	\$55,500	C	-Adj.
Model KB, open	32-34	inc.	\$129,000	C	-Adj.
Model K, closed	35-39	4,452	\$84,500	C	13%
Model K, open	35-39	inc.	\$141,000	C	+Adj.
Zephyr Continental, convertible	40	350	\$64,000	B	n/c
Zephyr Continental, coupe	40	54	\$41,500	C	n/c
Continental convertible	41	400	\$47,500	B	-16%
Continental coupe	41	850	\$28,000	C	-1%
Continental convertible	42	136	\$60,500	B	-12%
Continental coupe	42	200	\$27,000	C	4%
Continental convertible	46	265	\$43,000	C	-14%
Continental coupe	46	201	\$16,000	C	-Adj.
Continental convertible	47	738	\$33,000	C	+Adj.
Continental coupe	47	831	\$18,000	C	-7%
Continental convertible	48	452	\$30,500	C	-16%
Continental coupe	48	847	\$23,000	C	n/c
Cosmopolitan convertible	49	1,230	\$42,000	C	n/c
Cosmopolitan convertible	50	536	\$42,500	C	n/c
Cosmopolitan convertible	51	857	\$42,500	C	n/c
Capri convertible	52	1,191	\$31,500	C	n/c
Capri convertible	53	2,372	\$43,000	C	+Adj.
Capri convertible	54	1,951	\$35,500	C	n/c
Capri convertible	55	1,487	\$40,000	C	n/c
Continental Mark II 2-dr hard top	56	2,550	\$41,500	C	2%
Premiere 2-dr hard top	56	19,619	\$24,500	C	n/c
Premiere convertible	56	2,447	\$56,000	C	n/c
Continental Mark II 2-dr hard top	57	444	\$35,000	C	-Adj.
Premiere 2-dr hard top	57	15,185	\$18,500	D	n/c
Premiere convertible	57	3,676	\$65,000	C	n/c
Continental Mark III convertible	58	3,048	\$37,000	C	-6%
Continental Mark IV convertible	59	2,195	\$49,500	C	19%
Continental Mark V convertible	60	2,044	\$39,500	C	-Adj.
Continental 4-dr convertible	61	2,857	\$52,500	C	+Adj.
Continental 4-dr convertible	62	3,212	\$39,500	C	-Adj.
Continental 4-dr convertible	63	3,138	\$44,500	C	+Adj.
Continental 4-dr convertible	64	3,328	\$38,500	C	-6%
Continental 4-dr convertible	65	3,356	\$47,500	C	18%
Continental 4-dr convertible	66	3,180	\$29,500	C	1%
Continental 4-dr convertible	67	2,276	\$44,000	C	+Adj.

Adj: adjustment of 20% or more; NLT: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
<b>MARMON</b>					
E-75	27	n/a	\$47,500	B	n/c
Big Eight	30-31	n/a	\$46,500	B	n/c
Sixteen, closed	31-33	400	\$225,000	A	-Adj.
Sixteen, open	31-33	inc.	\$766,500	A	-17%
<b>MERCURY</b>					
Cyclone GT	66	13,812	\$27,500	C	n/c
Cyclone GT convertible	66	2,158	\$33,500	C	n/c
Cougar	67	123,672	\$17,000	C	3%
Cougar XR-7	67	27,221	\$19,500	C	-1%
Cougar XR-7G (Gurney)	67	37 (inc.)	\$24,000	C	-12%
Cougar GT 390	67	8,444	\$20,000	C	n/c
Cyclone GT	67	3,419	\$30,000	C	n/c
Cyclone GT convertible	67	376	\$33,500	C	n/c
<i>(Add \$7,500 for 390 engine; \$20,000 for 427 engine.)</i>					
Cougar	68	81,014	\$15,500	C	18%
Cougar XR-7	68	32,712	\$18,500	C	-10%
Cougar GT-E	68	602	\$49,500	C	-14%
Cyclone GT	68	6,439	\$25,500	C	n/c
Cougar	69	66,331	\$18,000	C	+Adj.
Cougar XR-7	69	23,918	\$26,000	C	n/c
Cougar Eliminator	69	2,250	\$44,500	C	-8%
Cougar convertible	69	5,796	\$20,500	C	-1%
Cougar XR-7 convertible	69	4,024	\$60,500	C	+Adj.
Cyclone CJ	69	3,261	\$20,500	C	n/c
Cyclone Spoiler II	69	519	\$39,500	C	n/c
Cougar	70	49,479	\$14,500	C	n/c
Cougar XR-7	70	18,565	\$21,500	C	n/c
Cougar Eliminator	70	2,267	\$93,500	C	13%
Cougar convertible	70	2,322	\$30,500	C	+Adj.
Cougar XR-7 convertible	70	1,977	\$51,500	C	-Adj.
Cyclone GT	70	10,170	\$23,000	C	n/c
Cyclone Spoiler	70	1,631	\$38,500	C	+Adj.
Cougar convertible	71	1,723	\$11,000	D	-Adj.
Cougar XR-7 convertible	71	1,717	\$22,500	D	-15%
Cyclone GT	71	2,287	\$17,500	C	n/c
Cyclone Spoiler	71	353	\$30,500	C	n/c
<i>(Add 50% for 429 CJ or SCJ.)</i>					
Cougar convertible	72	1,240	\$11,500	D	n/c
Cougar XR-7 convertible	72	1,929	\$17,000	D	14%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Cougar convertible	73	1,284	\$12,000	D	+Adj.
Cougar XR-7 convertible	73	3,165	\$16,500	D	10%
<i>(For Eliminator, add 20% for Boss 302 engine; 25% for 428 CJ.)</i>					
Marauder	03-04	11,052	\$8,000	D	-6%
<i>(For all Mercurys: Add 20% for 4-sp.)</i>					
<b>MUNTZ</b>					
Jet	51-54	394	\$107,500	B	-6%
<b>NASH</b>					
Sakhnoffsky Special	40	n/a	\$70,000	A	n/c
Metropolitan hard top	54-62	n/a	\$11,000	C	16%
Metropolitan convertible	54-62	n/a	\$16,500	B	-3%
<i>(Also marketed by AMC and Hudson.)</i>					
<b>OLDSMOBILE</b>					
Model R "Curved Dash" runabout	01-03	6,849	\$57,500	C	n/c
Cutlass 442	64	2,999	\$36,500	C	18%
Cutlass 442	65	21,535	\$27,500	C	12%
Cutlass 442	66	19,144	\$32,000	C	-16%
Cutlass 442 convertible	66	2,853	\$39,500	C	-13%
Toronado	66	40,963	\$16,000	C	n/c
Cutlass 442	67	21,749	\$30,500	C	5%
Cutlass 442 convertible	67	3,080	\$38,500	C	10%
Toronado	67	21,790	\$18,000	C	n/c
442	68	26,724	\$27,500	C	-Adj.
442 convertible	68	5,142	\$30,500	C	3%
442 W-30	68	1,911	\$58,500	B	n/c
Hurst/Olds	68	515	\$83,500	C	8%
Toronado	68	26,454	\$13,000	C	n/c
442	69	20,794	\$31,000	C	6%
442 convertible	69	4,296	\$42,000	C	+Adj.
442 W-30	69	1,389	\$50,000	B	n/c
Hurst/Olds	69	914	\$73,500	C	-3%
Toronado	69	28,494	\$11,000	C	n/c
442	70	13,561	\$38,500	C	-4%
442 convertible	70	2,669	\$54,000	B	-7%
442 W-30	70	3,100	\$88,000	B	5%
442 W-30 convertible	70	264	\$121,000	B	-Adj.
442 Rallye 350	70	3,547	\$26,500	C	n/c
Cutlass SX455	70	6,404 (inc.)	\$20,000	C	n/c
Cutlass SX455 convertible	70	793 (inc.)	\$32,500	C	n/c
Toronado	70	25,433	\$9,500	C	n/c
442	71	5,475	\$23,000	C	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
442 convertible	71	1,194	\$73,000	B	n/c
442 W-30	71	810	\$88,000	B	10%
442 W-30 convertible	71	110	\$128,000	B	12%
Cutlass SX455	71	1,820 (inc.)	\$20,000	C	n/c
Cutlass SX455 convertible	71	357 (inc.)	\$30,500	C	n/c
442	72	8,015	\$27,500	C	n/c
442 convertible	72	928	\$35,000	C	-7%
442 W-30	72	659	\$29,500	C	7%
442 W-30 convertible	72	113	\$88,000	B	+Adj.
Hurst 442	72	499	\$36,000	C	-7%
442 Pace Car convertible	72	130	\$59,500	C	+Adj.

(For all Oldsmobiles: Add 15%–25% for 4-sp.)

### PACKARD

Six, closed	23–28	118,668	\$42,500	C	10%
Six, open	23–28	inc.	\$53,500	C	4%
Eight, closed	23–28	28,599	\$30,500	C	-14%
Eight, open	23–28	inc.	\$155,500	B	+Adj.
Eight Speedster	29–30	183	\$180,000	B	n/c
Custom Eight, closed	29–30	16,001	\$39,500	C	n/c
Custom Eight, open	29–30	inc.	\$202,000	B	2%
Deluxe Eight, closed	29–32	8,850	\$40,000	C	n/c
Deluxe Eight, open	29–32	inc.	\$308,000	B	10%
Eight, closed	29–32	75,716	\$26,500	C	-4%
Eight, open	29–32	inc.	\$115,500	B	+Adj.
Light Eight, closed	32	6,750	\$45,000	C	n/c
Light Eight, open	32	inc.	\$149,500	B	3%
Twin Six, closed	32	549	\$63,000	C	2%
Twin Six, open	32	inc.	\$506,000	B	n/c
Eight, closed	33–36	16,854	\$63,500	C	-6%
Eight, open	33–36	inc.	\$155,000	B	-5%
Super Eight, closed	33–36	5,942	\$107,500	C	n/c
Super Eight, open	33–36	inc.	\$220,000	B	14%
Twelve, closed	33–36	2,950	\$132,000	C	11%
Twelve, open	33–36	inc.	\$430,000	A	3%
One Twenty, closed	35–37	130,137	\$24,000	C	n/c
One Twenty, open	35–37	inc.	\$67,500	B	10%
Super Eight, closed	37–39	12,233	\$58,000	C	n/c
Super Eight, open	37–39	inc.	\$98,500	B	-Adj.
Twelve, closed	37–39	2,312	\$59,500	C	-Adj.
Twelve, open	37–39	inc.	\$247,500	B	-5%

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Eight, closed	38	22,624	\$43,000	C	15%
Eight, open	38	inc.	\$65,000	B	4%
One-Twenty, closed	39-41	62,885	\$32,500	C	5%
One-Twenty, open	39-41	inc.	\$49,500	B	-Adj.
Super Eight (One-Sixty), closed	40-42	11,767	\$23,000	B	-Adj.
Super Eight (One-Sixty), open	40-42	inc.	\$82,000	B	-1%
Custom Super Eight (One-Eighty), closed	40-42	3,502	\$57,000	C	n/c
Custom Super Eight (One-Eighty), open	40-42	inc.	\$104,500	B	-Adj.
Super Clipper Eight	46-47	9,726	\$20,000	C	n/c
Custom Super Clipper Eight	46-47	7,162	\$25,000	B	-12%
Eight Standard/Deluxe	48-50	190,202	\$19,000	D	n/c
Eight Super	48-50	43,696	\$39,500	C	n/c
Eight Custom	48-50	12,347	\$25,500	C	n/c
200	51-52	118,082	\$4,500	D	-Adj.
250	51-52	9,841	\$20,000	C	-Adj.
Patrician 400	51-52	12,976	\$20,000	C	n/c
Cavalier	53	15,949	\$6,000	C	n/c
Cavalier convertible	53	1,518	\$29,500	B	-16%
Caribbean convertible	53	750	\$69,000	B	+Adj.
Caribbean convertible	54	400	\$73,000	B	-5%
Four-Hundred	55	7,206	\$25,500	B	16%
Caribbean convertible	55	500	\$84,500	B	13%
Four-Hundred	56	3,224	\$21,000	B	5%
Caribbean convertible	56	276	\$68,000	B	-5%
Clipper	57	4,809	\$10,500	D	n/c
Hawk	58	588	\$65,000	C	10%
<b>PIERCE-ARROW</b>					
Six, closed	21-28	n/a	\$33,000	C	-Adj.
Six, open	21-28	n/a	\$60,500	B	-Adj.
Eight, closed	29-32	n/a	\$43,000	B	-Adj.
Eight, open	29-32	n/a	\$209,000	B	+Adj.
Twelve, closed	32	n/a	\$176,000	B	-Adj.
Twelve, open	32	n/a	\$291,000	B	+Adj.
Eight, closed	33-35	n/a	\$47,500	C	-Adj.
Eight, open	33-35	n/a	\$89,000	B	-Adj.
Twelve, closed	33-35	n/a	\$85,000	B	-Adj.
Twelve, open	33-35	n/a	\$312,500	A	+Adj.
<b>PLYMOUTH</b>					
Barracuda	64	23,443	\$17,000	C	n/c
Barracuda	65	55,217	\$17,500	C	-3%
Barracuda Formula S	65	9,379	\$18,500	C	n/c

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Barracuda	66	32,713	\$17,500	C	13%
Barracuda Formula S	66	5,316	\$19,500	C	n/c
Hemi Belvedere	66	677	\$80,000	B	n/c
Hemi Satellite	66	817	\$58,500	B	n/c
Hemi Satellite convertible	66	27	\$121,500	B	-10%
Barracuda	67	58,306	\$22,000	C	+Adj.
Barracuda convertible	67	4,228	\$28,500	C	14%
Barracuda Formula S 273	67	5,352	\$27,500	C	8%
Barracuda Formula S 383	67	1,784	\$34,000	C	8%
Hemi Belvedere	67	55	\$84,500	B	6%
GTX	67	11,429	\$32,000	C	8%
GTX convertible	67	680	\$34,000	C	-Adj.
Hemi GTX	67	720	\$66,000	B	-11%
Hemi GTX convertible	67	inc.	\$123,500	B	n/c
Hemi Satellite	67	2	\$97,000	C	n/c
Hemi Satellite convertible	67	1	\$137,500	B	n/c
Barracuda	68	42,572	\$20,500	C	+Adj.
Barracuda convertible	68	2,840	\$17,000	C	13%
Barracuda Formula S 340	68	3,724	\$24,000	C	+Adj.
Barracuda Formula S 383	68	1,056	\$33,500	C	14%
Barracuda Formula S 383 convertible	68	64	\$37,000	C	16%
Barracuda Super Stock Hemi	68	70	\$159,500	B	n/c
GTX	68	17,914	\$38,500	C	-3%
GTX convertible	68	1,026	\$55,500	C	-8%
Hemi GTX	68	446	\$75,000	B	10%
Hemi GTX convertible	68	inc.	\$195,500	B	n/c
Road Runner	68	44,599	\$33,000	C	n/c
Hemi Road Runner	68	1,019	\$80,500	B	n/c
Barracuda	69	30,545	\$26,000	C	-5%
Barracuda 440	69	340	\$48,500	C	-4%
Barracuda convertible	69	1,442	\$17,500	C	n/c
Barracuda Formula S 340	69	1,839	\$24,000	C	n/c
Barracuda Formula S 383	69	701	\$33,000	C	n/c
Barracuda Formula S 383 convertible	69	17	\$37,500	C	n/c
GTX	69	14,902	\$38,500	C	-6%
GTX convertible	69	700	\$46,000	C	n/c
Hemi GTX	69	198	\$82,500	B	n/c
Hemi GTX convertible	69	11	\$179,500	B	-7%
Road Runner	69	82,292	\$38,500	C	-1%
Road Runner convertible	69	2,128	\$43,000	C	n/c

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Road Runner 440 Six Pack	69	3,929	\$100,000	B	+Adj.
Hemi Road Runner	69	788	\$82,500	B	-2%
Barracuda Gran coupe	70	7,886	\$48,500	C	n/c
Barracuda convertible	70	1,387	\$60,000	C	-15%
'Cuda 340/383	70	13,351	\$49,500	C	-17%
'Cuda 440	70	952	\$65,500	C	-11%
'Cuda 440 Six Pack	70	1,992	\$95,500	B	-1%
'Cuda 340 convertible	70	262	\$95,500	C	n/c
'Cuda 383 convertible	70	209	\$99,000	C	n/c
'Cuda 440 convertible	70	34	\$119,500	C	-9%
'Cuda 440 Six Pack convertible	70	29	\$185,000	B	n/c
AAR 'Cuda	70	2,724	\$83,500	B	1%
Hemi 'Cuda	70	652	\$198,000	A	n/c
Hemi 'Cuda convertible	70	18	\$2,475,000	A	n/c
GTX	70	7,748	\$37,500	C	-13%
GTX 440 Six Pack	70	678	\$67,500	C	-16%
Hemi GTX	70	72	\$91,500	B	n/c
Road Runner	70	40,660	\$41,500	C	8%
Road Runner 440 Six Pack	70	inc.	\$62,500	B	10%
Road Runner convertible	70	824	\$47,000	C	-1%
Hemi Road Runner	70	301	\$126,500	B	-19%
Superbird	70	1,084	\$154,000	B	n/c
Superbird 440 Six Pack	70	716	\$173,500	B	-3%
Hemi Superbird	70	135	\$291,500	B	6%
Barracuda Gran coupe	71	1,615	\$31,500	C	2%
Barracuda convertible	71	1,014	\$78,000	C	-5%
'Cuda	71	6,228	\$73,500	C	n/c
'Cuda 440 Six Pack	71	237	\$108,500	B	n/c
'Cuda 340 convertible	71	374	\$103,500	C	n/c
'Cuda 383 convertible	71	inc.	\$105,000	C	n/c
'Cuda 440 Six Pack convertible	71	18	\$182,000	B	n/c
Hemi 'Cuda	71	107	\$374,000	A	-6%
Hemi 'Cuda convertible	71	12	\$3,155,000	A	n/c
GTX	71	2,942	\$38,500	C	10%
GTX 440 Six Pack	71	135	\$74,500	C	-3%
Hemi GTX	71	30	\$117,000	B	n/c
Road Runner	71	14,218	\$26,500	C	-7%
Road Runner 440 Six Pack	71	246	\$75,000	C	n/c
Hemi Road Runner	71	55	\$98,500	B	n/c
'Cuda	72	7,828	\$29,500	C	-Adj.
Road Runner	72	7,628	\$17,500	C	+Adj.

Adj: adjustment of 20% or more; N/L: New Listing  
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	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
'Cuda	73	10,626	\$36,500	D	-Adj.
Road Runner	73	19,056	\$21,500	C	-2%
'Cuda	74	4,989	\$26,000	D	-Adj.
Road Runner	74	11,555	\$20,000	C	n/c
Prowler	97	457	\$28,500	D	-13%
Prowler	99-00	6,667	\$28,500	D	n/c
Prowler (as Chrysler Prowler)	01-02	4,578	\$31,000	D	-1%

(For all Plymouths: Add 15%–25% for 4-sp; 10% for Track Pak; 25% for Shaker hood.)

## PONTIAC

Safari wagon	55	3,760	\$33,000	C	n/c
Safari wagon	56	4,042	\$38,500	C	n/c
Safari wagon	57	1,292	\$46,000	C	n/c
Bonneville convertible	57	630	\$130,500	B	n/c
Bonneville convertible	58	3,096	\$101,500	C	-17%
Bonneville convertible	59	11,426	\$60,000	C	-2%

(For 1957–59 add 20% for Tri-Power; 30% for fuel injection.)

Catalina Super Duty	61	n/a	\$82,500	B	n/c
Ventura Super Duty	61	n/a	\$150,000	B	n/c
Catalina Super Duty	62	162	\$154,000	B	-13%
Grand Prix Super Duty	62	16	\$169,500	B	n/c
Catalina Super Duty	63	77	\$274,500	B	n/c
Tempest Super Duty	63	11	\$450,000	B	n/c
GTO	64	24,806	\$33,000	C	2%
GTO convertible	64	6,644	\$55,000	B	n/c
GTO	65	64,041	\$44,000	C	1%
GTO convertible	65	11,311	\$54,000	B	3%
GTO	66	84,148	\$42,500	C	1%
GTO convertible	66	12,798	\$57,000	B	-1%

(For 1964–66, add 35% for Tri-Power.)

Firebird V8	67	46,196	\$23,500	C	-2%
Firebird V8 convertible	67	inc.	\$27,500	C	2%
Firebird 400	67	18,700	\$31,000	C	-2%
Firebird 400 convertible	67	18,632	\$43,000	C	n/c
GTO	67	72,205	\$42,000	C	1%
GTO convertible	67	9,517	\$49,500	B	-12%
Firebird V8	68	70,118*	\$28,000	C	6%
Firebird V8 convertible	68	inc.	\$32,000	C	n/c
Firebird 400	68	18,500*	\$30,000	C	-Adj.
Firebird 400 convertible	68	3,500*	\$37,500	C	-Adj.

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
GTO	68	77,704	\$32,000	C	19%
GTO convertible	68	9,980	\$32,500	B	n/c
Firebird V8	69	84,438	\$29,500	C	7%
Firebird V8 convertible	69	inc.	\$34,000	C	11%
Firebird 400	69	inc.	\$30,500	C	3%
Firebird 400 convertible	69	inc.	\$48,000	C	+Adj.
Trans Am	69	697	\$107,500	B	8%
GTO	69	58,126	\$32,000	C	3%
GTO convertible	69	7,328	\$44,500	C	5%
GTO Judge	69	6,725	\$72,500	B	-5%
GTO Judge convertible	69	108	\$155,000	B	-9%
<i>(For 1967–69, add 40% for Ram Air III; 75% for Ram Air IV.)</i>					
Firebird Formula	70	7,708	\$28,000	C	17%
Trans Am	70	3,196	\$55,000	C	n/c
GTO	70	32,737	\$31,500	C	n/c
GTO convertible	70	3,615	\$49,000	C	8%
GTO Judge	70	3,629	\$55,000	C	n/c
GTO Judge convertible	70	168	\$129,500	C	-16%
Firebird Formula	71	7,802	\$31,500	C	+Adj.
Trans Am	71	2,116	\$58,000	C	-18%
GTO	71	9,497	\$29,000	C	-6%
GTO convertible	71	357	\$42,500	C	-3%
GTO Judge	71	661	\$57,500	C	-Adj.
GTO Judge convertible	71	17	\$160,000	C	n/c
Firebird Formula	72	5,250	\$34,000	C	+Adj.
Trans Am	72	1,286	\$53,000	C	15%
GTO	72	5,807	\$33,000	C	n/c
<i>(For 1970–72, add 15% for 455 engine; 50% for 455 HO engine.)</i>					
Firebird Formula	73	10,166	\$21,000	C	n/c
Firebird Formula SD-455	73	43	\$59,000	B	-Adj.
Trans Am	73	4,550	\$53,500	C	+Adj.
Trans Am SD-455	73	252	\$170,500	B	n/c
GTO	73	4,806	\$11,500	C	n/c
Firebird Formula SD-455	74	58	\$59,000	B	-Adj.
Trans Am	74	4,664	\$29,500	D	+Adj.
Trans Am SD-455	74	943	\$65,000	B	-Adj.
<i>(For all 1967–74, add \$4,000 for Ram Air III on 400 engine; \$1,000 for Formula; \$1,000 for 455 engine.)</i>					
Trans Am	75	26,417	\$24,000	D	+Adj.
Trans Am 455	75	857	\$33,000	D	3%

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
Trans Am	76	37,015	\$25,500	D	+Adj.
Trans Am 455	76	7,099	\$29,500	D	4%
Trans Am	77	68,744	\$35,000	D	9%
Trans Am	78	93,341	\$27,000	D	5%
Trans Am	79	109,608	\$21,000	D	2%
Trans Am 10th Anniversary	79	7,500	\$27,500	D	-10%
Trans Am	80	45,196	\$18,500	D	n/c
Trans Am Turbo Pace Car	80	5,700	\$20,000	D	+Adj.
Trans Am	81	31,493	\$20,000	D	7%
Trans Am Turbo Pace Car	81	2,000	\$16,000	D	-Adj.
Trans Am	82–92	273,468	\$10,500	D	6%
Trans Am 15th Anniversary	84	1,500	\$14,500	D	n/c
Trans Am 20th Anniversary Pace Car	89	1,555	\$31,000	C	2%
Trans Am	93–97	50,382	\$11,500	D	-4%
Trans Am convertible	93–97	inc.	\$12,000	D	5%
Trans Am 25th Anniversary	94	1,825	\$12,500	D	-19%
Trans Am 25th Anniversary convertible	94	250	\$21,000	D	-12%
Trans Am	98–02	76,467	\$15,000	D	-6%
Trans Am convertible	98–02	inc.	\$17,500	D	10%
Trans Am 30th Anniversary	99	1,065	\$28,500	D	+Adj.
Trans Am 30th Anniversary convertible	99	535	\$46,000	D	+Adj.
GTO coupe	04–06	40,808	\$19,500	D	+Adj.
Solstice convertible	06–10	64,458	\$8,000	D	-3%
Solstice GXP convertible	07–09	inc.	\$9,500	D	-11%
G8 GXP	08–09	1,829	\$37,000	D	NL†
Solstice GXP coupe	09–10	1,266	\$34,000	C	9%

(For all Pontiacs: Add 20% for 4-sp.)

### SHELBY

Cobra 260	62–63	75	\$926,500	A	n/c
Cobra 289	63–65	580	\$995,000	A	-2%
<i>(Deduct 10% for worm-and-sector steering.)</i>					
Cobra 427	65–67	260	\$1,380,000	A	7%
<i>(Deduct 20% for 428; chassis # 3200–3300, approx.)</i>					
Cobra 427 S/C	66	27	\$2,904,000	A	-2%
Daytona	64	6	\$4,400,000	A	n/c
GT350	65	521	\$363,000	A	-11%
GT350 R	65	36	\$820,000	A	-4%
GT350	66	1,368	\$192,500	A	+Adj.
GT350 H	66	999	\$124,000	A	-8%

(Deduct 20% for automatic.)

\*approximate production numbers; \*\*total number produced all variants; inc.—included in the above production number

	Years	# Made	Values	Invest. Grade	Median % Change
			Median		
GT350	67	1,175	\$140,500	A	+Adj.
GT500	67	2,048	\$158,000	A	-1%
<i>(Deduct 20% for automatic.)</i>					
GT350	68	803	\$81,500	A	-1%
GT350 convertible	68	404	\$106,500	A	15%
GT350 H	68	224	\$88,500	A	-Adj.
GT500	68	1,044	\$106,500	A	3%
GT500 convertible	68	402	\$115,500	A	-9%
GT500 KR	68	1,053	\$165,000	A	15%
GT500 KR convertible	68	517	\$139,000	A	-10%
GT350	69–70	935	\$76,000	B	-1%
GT350 convertible	69–70	194	\$113,500	B	19%
GT500	69–70	1,534	\$92,500	B	-1%
GT500 convertible	69–70	335	\$130,000	B	7%
<i>(Add 25% for Drag Pak. Deduct 20% for automatic.)</i>					
Series I	99	249	\$117,500	C	2%
<b>STUDEBAKER</b>					
President, closed	28–32	50,954	\$20,500	C	n/c
President, open	28–32	inc.	\$103,500	B	-6%
President Speedway, closed	33	635	\$45,000	C	n/c
President Speedway, open	33	inc.	\$89,000	C	n/c
President Speedster	55	2,215	\$27,000	C	-Adj.
Golden Hawk	56	4,071	\$22,500	C	-Adj.
Golden Hawk	57	4,356	\$38,500	C	-15%
Golden Hawk	58	878	\$42,000	C	5%
Gran Turismo Hawk	62	8,335	\$17,000	C	19%
Avanti R1	63	3,834	\$23,000	C	+Adj.
Avanti R2 Supercharged	63	inc.	\$38,000	C	15%
Gran Turismo Hawk	63	4,634	\$14,000	C	-2%
Avanti R1	64	809	\$20,500	C	-5%
Avanti R2 Supercharged	64	inc.	\$42,000	C	+Adj.
Gran Turismo Hawk V8	64	1,548	\$26,500	C	-13%
Avanti II	65–83	2,241*	\$13,500	D	7%
<i>(The Avanti II was not built by Studebaker, but by former dealer, Nathan Altman.)</i>					
<b>TUCKER</b>					
Torpedo	48	51	\$1,792,500	A	16%
<b>VECTOR</b>					
W8	85–92	18	\$375,500	C	+Adj.
M12	95–99	17	\$225,000	D	+Adj.

# SCM and ACC Collector Car Inspection Form

Auction \_\_\_\_\_ Date \_\_\_\_\_ Location \_\_\_\_\_ Lot # \_\_\_\_\_

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Convertible  Coupe  4-door  2-door  Other \_\_\_\_\_

Soft Top  Hard Top Color/material \_\_\_\_\_

Coachbuilder \_\_\_\_\_ Country \_\_\_\_\_

Exterior color \_\_\_\_\_ Interior color/material \_\_\_\_\_

VIN# \_\_\_\_\_ Odometer (kph/mph) \_\_\_\_\_ Motor # \_\_\_\_\_

Original? \_\_\_\_\_  Restored? \_\_\_\_\_

Transmission:  Automatic  Manual # of speeds \_\_\_\_\_  Floor shift  Column shift

Panel fit \_\_\_\_\_

Rust? \_\_\_\_\_

Paint condition \_\_\_\_\_

Chrome \_\_\_\_\_

Interior/Seats/Headliner/Carpet \_\_\_\_\_

Books/Tools/Etc. \_\_\_\_\_ Gauges \_\_\_\_\_

Glass condition \_\_\_\_\_

Engine bay \_\_\_\_\_

Wheels:  wire  disc  mag Tires \_\_\_\_\_

Options \_\_\_\_\_

Anything missing? \_\_\_\_\_

Undercarriage comments \_\_\_\_\_

Overall condition (1-6) \_\_\_\_\_ High bid \_\_\_\_\_  w/commission  w/out commission

Sold  No Sale  Rerun bid \_\_\_\_\_  Seen before at \_\_\_\_\_

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**1958 XK-150 3.4L FHC VIN: S834923BW**  
Matching Engine Numbers, Restored, JDHT Certificate



**1943 XKE Series 1 3.8L OTS VIN: 877429**  
Restored Series 1 XKE Roadster in Black & Tan



**1966 XKE Series 1 4.2L FHC VIN: 1E32792**  
Toitseriese Restored, Show-Winner, Dopelescent Silver Blue/Dark Blue



**1962 Mark II 3.8L Sedan VIN: P218990**  
Recent Show/Driver Restoration, 5 Speed, Show-Winner



**1958 XK-150 3.4L OTS VIN: S830667DN**  
Comprehensive Show-Driver Level Restoration, JDHT Certificate



**1966 XKE Series 1 4.2L OTS VIN: 1E10843**  
Highly original, Numbers-matching, Includes JDHT Certificate



**1965 XKE Series 1 4.2L OTS VIN: 1E10502**  
Comprehensive Restoration, spectacular Color Combo



**1958 Mark I 3.4L Saloon VIN: S986312BW**  
Highly original example! Black & Cinnamon color combo



**1959 XK-150 3.4L OTS VIN: T831604DN**  
Numbers-Matching, Limited Ownership, Original Colors



**1967 XKE Series 1 4.2L OTS VIN: 1E13274**  
30k miles since new, includes hard and soft top



**1961 XKE Series 1 3.8L OTS VIN: 875781**  
Numbers-Matching, Professionally Restored, Show-Winner



**1954 XK-120 SE 3.4L OTS VIN: S674424**  
Nut & Bolt Restoration, Show-Level, JDHT Certificate



**1951 XK-120 'LT1' 3.4L OTS VIN: 671751**  
Faithful Re-creation of LT1; Nut & Bolt Restoration



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