

Supplement to Sports Car Market

2021
PRINT EDITION

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

POCKET PRICE GUIDE

25th
ANNUAL
EDITION

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25 YEARS OF TRACKING PRICES

Welcome to SCM's 25th Annual Pocket Price Guide. The values in this book are supported by the more than 300,000 public sales we have recorded.

We also continue to be the only value guide that offers production numbers, an investment rating and a change in values from the previous guide.

This has been a tumultuous year. With the advent of the pandemic, there was a precipitous drop in the number of cars being sold, as auction companies pivoted to online sales.

This is the annual printed version of the guide; we update it online quarterly. Given the recent fluctuations in the market, you'll want to download those updates when they appear.

We have always counseled that a guide is just that, a starting point for valuation. As no two collector cars are alike, they each need to be evaluated on their specific merits or flaws. A ratty Porsche 356SC can be worth \$20,000 and a concours one \$200,000.

This guide should be just one of the many sources of information you use to determine if something is fairly priced.

Personally, I use the SCM Price Guide to give a set of parameters to start with. Then I search for recent auction results, looking up what sales of similar cars have brought.

A great place to start is the SCM Platinum Auction Database, available for an annual charge and accessed from our website. There you can find detailed auction reports on the individual sales that inform the values in this guide.

It's an imperfect science, but perhaps that's why we enjoy buying and selling cars instead of soulless stocks and certificates of investment.

Enjoy the hunt. — *Keith Martin* ♦

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Listings by Make

| | | | | | |
|----------------------|----|------------------------|----|--------------------|-----|
| Abarth | 16 | Duesenberg | 87 | MG | 48 |
| AC | 16 | Elva | 29 | Monteverdi | 49 |
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| Alvis | 20 | Frazer Nash | 35 | Nash-Healey | 49 |
| AMC | 62 | Ghia | 35 | Nissan | 49 |
| Amphicar | 20 | GMC | 91 | Oldsmobile | 96 |
| Apollo | 62 | Gordon-Keeble | 36 | Opel | 50 |
| Arnolt-Bristol | 20 | Hispano-Suiza | 36 | Oscia | 50 |
| Aston Martin | 22 | Honda | 36 | Packard | 97 |
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| Audi | 23 | Imperial | 91 | Peugeot | 50 |
| Austin/Morris | 23 | Intermeccanica | 36 | Pierce-Arrow | 98 |
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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:

- | | |
|-----------------|--|
| Nlt | Indicates new listing |
| n/c | Indicates no change |
| +/- Adj. | Indicates adjustment of +/-20% or more |

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Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| ABARTH | | | | | |
| 207A Boano Spider | 55 | 12 | \$362,500 | B | n/c |
| Zagato 750 Double Bubble SI-SII | 56–57 | n/a | \$145,500 | A | n/c |
| Zagato 750 Double Bubble SIII | 58–61 | n/a | \$112,500 | B | 6% |
| Record Monza | 59–62 | n/a | \$93,500 | B | n/c |
| <i>(Add \$15k for correct twin-cam engine; \$40k–\$60k for 850-cc twin-cam; \$80k–\$100k for 1,000-cc twin-cam Bialbero.)</i> | | | | | |
| 1000 TC | 60–65 | n/a | \$73,000 | 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 |
| AC | | | | | |
| Ace roadster | 53–63 | 226 | \$255,500 | B | -Adj. |
| Aceca coupe | 54–63 | 319 | \$120,500 | C | -4% |
| 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 |
| ACURA | | | | | |
| NSX coupe | 91–99 | 19,000 | \$50,500 | C | n/c |
| NSX coupe | 00–05 | inc. | \$115,500 | C | -10% |
| <i>(Add 5% for T-top. Deduct 15% for automatic.)</i> | | | | | |
| ALFA ROMEO | | | | | |
| 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 | \$267,000 | 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 | \$6,044,000 | A | n/c |
| Tipo C Monoposto (8C-35) | 35–36 | 6 | \$6,800,000 | A | n/c |

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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 | | |
| 6C 2300 saloon coachwork | 34–39 | 858 | \$297,500 | C | n/c |
| 6C 2300 Sp. coachwork | 34–39 | 748 | \$508,500 | B | n/c |
| 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 | \$682,500 | B | 7% |
| 6C 2500 SS Corsa | 39–40 | 10* | \$445,000 | B | n/c |
| 6C 2500 cabriolet (coachbuilt) | 39–53 | 50* | \$239,000 | B | -Adj. |
| 6C 2500 SS (coachbuilt) | 46–53 | 383 | \$374,000 | B | -12% |
| 6C 2500 Frec. d'Oro | 46–50 | 680 | \$178,500 | C | n/c |
| 6C 2500 Villa d'Este | 49–53 | 25 | \$529,500 | 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 | \$274,000 | B | -Adj. |
| 1900 3-window coupe | 55–58 | 854 | \$224,000 | B | n/c |
| 1900 cabriolet | 52 | 91 | \$245,000 | B | n/c |
| 1900 Zagato (SSZ) | 55–57 | 28* | \$797,000 | 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. | \$64,500 | C | 3% |
| 750 Spider Normale | 55–59 | 7,000* | \$64,000 | C | -Adj. |
| 750 Spider Veloce | 56–57 | 50 | \$125,500 | B | n/c |
| 750 Sprint (lightweight) | 56–57 | 600* | \$185,000 | A | -Adj. |
| 750 Spider Veloce | 58–62 | 1,203 | \$91,000 | B | -7% |
| 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* | \$67,000 | C | +Adj. |
| 101 1300 Spider Veloce | 59–62 | 500* | \$95,000 | B | n/c |
| 101 1300 Sprint Normale | 61–62 | 17,000* | \$59,000 | C | -7% |
| 101 1300 Sprint Veloce | 61–62 | 1,900* | \$63,500 | B | n/c |
| 101 1300 Sprint Speciale | 58–62 | 1,366 | \$82,500 | B | -15% |
| 2000 Spider | 58–62 | 3,443 | \$111,000 | C | -7% |
| 2600 Spider | 62–65 | 2,255 | \$116,500 | C | 3% |
| 2600 Sprint | 62–66 | 6,999 | \$47,500 | 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 | \$60,000 | C | -17% |
| 101 1600 Spider Veloce | 64-66 | 1,091 | \$88,000 | B | n/c |
| 101 1600 Sprint Normale | 62-64 | 7,107 | \$37,500 | C | n/c |
| 101 1600 Sprint Speciale | 63-66 | 1,400 | \$89,000 | B | n/c |
| Giulia Sprint GT | 63-66 | 21,452 | \$47,000 | C | n/c |
| Giulia Sprint GT Veloce | 66-68 | 14,240 | \$61,500 | B | n/c |
| Giulia GTC | 64-66 | 1,000 | \$86,000 | B | n/c |
| Giulia TI Super | 63-64 | 500 | \$26,000 | B | n/c |
| Giulia Super | 65-72 | 124,590 | \$36,500 | C | n/c |
| 4R Zagato | 66-68 | 92 | \$80,000 | B | n/c |
| 1600 GTA Stradale | 65-67 | 560 | \$298,000 | B | n/c |
| 1600 GTA Corsa | 65-67 | inc. | \$467,000 | A | n/c |
| 1300 GTA Jr. Stradale | 68-71 | 447 | \$268,500 | B | -11% |
| 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 | \$45,000 | B | -Adj. |
| Spider 1750 (Roundtail) | 68-69 | inc. | \$33,500 | B | n/c |
| GTV 1750 | 69 | 44,265 | \$80,000 | B | -Adj. |
| 1300 Junior Zagato | 68-72 | 1,108 | \$28,500 | B | -Adj. |
| 1600 Junior Zagato | 72-75 | 402 | \$79,000 | B | n/c |
| Montreal | 72-75 | 3,925 | \$74,500 | C | 15% |
| Berlina 1750/2000 | 69-74 | n/a | \$9,000 | D | n/c |
| GTV 1750/2000 | 70-74 | 37,459 | \$55,000 | C | +Adj. |
| Spider 1750/2000 | 70-74 | n/a | \$19,000 | C | 4% |
| Spider 2000 | 75-81 | n/a | \$5,500 | D | -15% |
| 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 | \$13,500 | F | +Adj. |
| Spider 2000 | 82-84 | n/a | \$18,000 | D | n/c |
| GTV-6 coupe | 81-83 | n/a | \$14,000 | D | -Adj. |

Adj: adjustment of 20% or more; NLT: New Listing
 *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 | \$7,500 | D | 3% |
| Milano sedan (Deduct \$1,000 for automatic.) | 87–89 | n/a | \$4,000 | D | n/c |
| Milano Verde sedan | 87–89 | n/a | \$6,000 | C | n/c |
| Spider 2000 | 87–90 | n/a | \$7,500 | D | -2% |
| Zagato SZ (ES 30) | 90–92 | 1,020 | \$59,000 | C | 4% |
| 164/164L/164S sedan | 91–93 | n/a | \$3,500 | F | n/c |
| 164LS sedan (For '94–95 164Q, add \$3,000.) | 94–95 | n/a | \$4,500 | C | n/c |
| Spider 2000 | 91–92 | n/a | \$8,500 | D | -Adj. |
| Spider 2000 (com. ed.) (Deduct \$1,500 for automatic.) | 93 | n/a | \$18,000 | D | n/c |
| 8C Competizione | 07–09 | 500 | \$297,000 | C | 10% |
| 8C Spider | 08–10 | 500 | \$278,000 | C | 7% |
| ALLARD | | | | | |
| M1 | 47–50 | 500* | \$31,500 | B | n/c |
| J2 | 50–51 | 90 | \$224,500 | B | n/c |
| K2 | 51–52 | 119 | \$79,000 | B | n/c |
| K3 | 52–54 | 62 | \$88,000 | B | n/c |
| J2X | 52–54 | 83 | \$335,000 | B | 9% |
| ALPINE | | | | | |
| A110 | 63–76 | 7,500 | \$93,000 | C | -Adj. |
| A110 1600S | 70–75 | inc. | \$168,000 | B | -2% |
| ALVIS | | | | | |
| Speed 20 | 32–36 | 1,165 | \$47,000 | B | -Adj. |
| Speed 25 | 36–42 | 391 | \$80,000 | B | 8% |
| TA 14 | 46–50 | 3,311 | \$30,000 | C | +Adj. |
| TA 21 | 50–53 | 1,316 | \$34,500 | C | n/c |
| AMPHICAR | | | | | |
| 770 convertible | 61–68 | 3,878 | \$61,000 | C | +Adj. |
| ARNOLT-BRISTOL | | | | | |
| Bolide roadster | 54–59 | 142 | \$393,500 | B | n/c |
| DeLuxe roadster | 54–59 | inc. | \$324,000 | A | -12% |
| Mk II coupe | 54–59 | 3 | \$332,500 | A | n/c |

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Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| ASTON MARTIN | | | | | |
| <i>(For all Aston serial production cars through current, deduct 25% for RHD in U.S. only.)</i> | | | | | |
| DB2 coupe | 50–53 | 302 | \$205,000 | C | n/c |
| 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 | \$196,000 | C | -1% |
| DB2/4 DHC | 53–55 | 73 | \$335,000 | B | -Adj. |
| 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 | \$3,991,500 | A | -13% |
| DB2/4 Mk II coupe | 55–57 | 199 | \$207,000 | C | -Adj. |
| DB2/4 Mk III coupe | 57–59 | 551 | \$249,000 | C | n/c |
| 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 | \$473,000 | B | -10% |
| DB4 Series V coupe | 62–63 | 185 | \$643,000 | B | -Adj. |
| 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 | \$3,354,500 | A | n/c |
| DB4GT Zagato | 60–63 | 19 | \$13,265,000 | A | n/c |
| <i>(For factory team race cars—1VEV and 2VEV—add up to 50%.)</i> | | | | | |
| DB5 coupe | 63–65 | 886 | \$792,500 | A | 2% |
| DB5 Vantage coupe | 63–65 | inc. | \$1,110,000 | A | n/c |
| DB5 DHC | 64–65 | 123 | \$1,325,000 | 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 | \$275,000 | B | 3% |
| 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 | \$711,500 | B | 14% |
| DBS (6 cyl.) | 67–72 | 857 | \$119,500 | D | -12% |
| DB6 Mk II coupe | 69–70 | 240 | \$344,500 | B | n/c |
| DB6 Mk II Volante | 69–70 | 38 | \$925,500 | B | 4% |
| <i>(Add \$15,000 for Vantage.)</i> | | | | | |
| DBS V8 | 70–72 | 399 | \$188,500 | C | +Adj. |
| Vantage | 72–73 | 70 | \$93,000 | C | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| 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 | \$116,000 | C | n/c |
| V8 Volante <i>(All Volantes had "Oscar India" wood dashes.)</i> | 79-82 | 350 | \$156,000 | C | -10% |
| V8 Series IV (carb.) <i>("Oscar India" Series IVs can be identified by their wood dashes.)</i> | 79-85 | 299 | \$168,500 | C | -15% |
| V8 Series IV (inj.) | 86-89 | 4 | \$166,000 | C | n/c |
| Lagonda saloon | 83-85 | 645 | \$35,000 | D | -Adj. |
| V8 Volante <i>(Injection became standard in late '86.)</i> | 83-86 | inc. | \$175,000 | C | n/c |
| V8 Vantage Volante | 87-89 | 58 | \$456,000 | B | n/c |
| Lagonda saloon | 85-87 | inc. | \$56,000 | D | n/c |
| V8 Volante (inj.) | 86-89 | n/a | \$179,000 | C | -19% |
| Lagonda saloon | 88-89 | inc. | \$115,500 | D | +Adj. |
| Virage coupe | 91-92 | 370 | \$62,500 | C | +Adj. |
| Virage Volante | 92-93 | 134 | \$69,000 | C | -Adj. |
| Virage Volante (Widebody) | 93 | 13 | \$124,000 | C | 3% |
| DB7 coupe | 97-03 | n/a | \$31,000 | C | -4% |
| DB7 Volante | 97-03 | n/a | \$30,500 | C | -5% |
| DB7 Zagato | 02-03 | 100 | \$322,500 | B | n/c |
| DB AR1 roadster | 03-04 | 99 | \$240,000 | B | -9% |
| Vanquish coupe | 02-05 | n/a | \$71,500 | C | -1% |
| Vanquish S coupe | 05-07 | n/a | \$94,000 | C | -Adj. |
| DB9 coupe | 04-16 | n/a | \$35,000 | C | -5% |
| DB9 Volante | 04-16 | n/a | \$45,000 | C | -3% |
| Vanquish | 14- | n/a | \$203,500 | C | n/c |
| AUDI | | | | | |
| Quattro Sport SWB | 85-86 | 214 | \$434,000 | B | n/c |
| Quattro coupe | 83-91 | n/a | \$39,000 | D | -13% |
| TT coupe | 00-06 | 184,041 | \$7,000 | D | n/c |
| TT convertible | 01-06 | 91,298 | \$6,500 | D | -3% |
| AUSTIN/MORRIS | | | | | |
| Mini Cooper | 62-64 | 30,000* | \$23,000 | C | 9% |
| Mini Cooper S | 64-66 | 13,922 | \$49,500 | B | 1% |
| <i>(Model years and non-S production numbers for U.S. models only.)</i> | | | | | |
| AUSTIN-HEALEY | | | | | |
| 100-4 BN1 (3-sp) | 53-55 | 10,010 | \$55,500 | B | n/c |
| 100-4 BN2 (4-sp) | 55-56 | 4,604 | \$63,000 | B | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| 100 w/complete Le Mans kit | 53–56 | n/a | \$78,500 | B | -13% |
| 100S | 55 | 50 | \$1,034,500 | A | n/c |
| 100M | 55–56 | 640 | \$143,500 | B | n/c |
| 100-6 BN4 (2+2) | 56–59 | 11,294 | \$31,000 | C | -8% |
| 100-6 BN6 | 56–59 | 4,150 | \$48,000 | C | -11% |
| 3000 Mk I BT7 (2+2) | 59–61 | 10,825 | \$47,500 | B | -4% |
| 3000 Mk I BN7 | 59–61 | 2,825 | \$61,500 | B | 14% |
| 3000 Mk II BT7 (2+2) tri-carb | 61–62 | 5,096 | \$51,500 | B | 4% |
| 3000 Mk II BN7 tri-carb | 61–62 | 355 | \$143,500 | B | +Adj. |
| <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 | \$45,000 | C | n/c |
| 3000 Mk III BJ8 | 63–67 | 17,712 | \$64,500 | B | -10% |
| Sprite Mk I (Bugeye/Frogeye) | 58–61 | 48,987 | \$16,500 | B | -1% |
| Sprite Mk II | 61–64 | 31,665 | \$10,000 | C | -13% |
| Sprite Mk III | 64–66 | 25,905 | \$6,000 | C | -7% |
| Sprite Mk IV | 66–71 | 22,790 | \$5,500 | C | +Adj. |

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. | \$412,000 | A | +Adj. |
| 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. | \$335,000 | A | n/c |
| 3 Litre Speed Model Super Sports | 22–25 | 18 | \$601,000 | A | n/c |
| 6½ Litre, closed | 25–30 | 545 | \$1,304,500 | A | n/c |
| 6½ Litre, open | 25–30 | inc. | \$874,000 | A | -14% |
| 4½ Litre, closed | 27–31 | 665 | \$726,000 | A | n/c |
| 4½ Litre, open | 27–31 | inc. | \$577,500 | A | -16% |
| 4½ Litre Supercharged | 29–31 | 55 | \$1,550,000 | A | -Adj. |
| 6½ Litre Speed Six, open or closed | 28–30 | inc. | \$2,434,000 | A | n/c |
| 8 Litre, open or closed | 29–31 | 100 | \$822,000 | A | -7% |
| 4 Litre, open or closed | 31–32 | 50 | \$250,000 | C | n/c |
| 3½ Litre, closed | 33–36 | 1,177 | \$71,000 | B | +Adj. |
| 3½ Litre, open | 33–36 | inc. | \$166,500 | B | n/c |
| 4¼ Litre, closed | 36–39 | 1,234 | \$116,500 | B | +Adj. |
| 4¼ Litre, open | 36–39 | inc. | \$211,500 | B | 2% |

(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 | \$38,500 | C | -1% |
| <i>(Add 40% for 4.6-liter engine.)</i> | | | | | |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|-------------------------------|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| Mk VI coachbuilt, closed | 47–52 | inc. | \$63,000 | B | 19% |
| Mk VI coachbuilt, open | 47–52 | inc. | \$109,500 | A | -Adj. |
| R-type standard steel saloon | 52–55 | 2,486 | \$21,500 | C | -Adj. |
| R-type coachbuilt, closed | 52–55 | inc. | \$40,000 | B | -9% |
| R-type coachbuilt, open | 52–55 | inc. | \$115,500 | A | n/c |
| R-type Continental | 52–55 | 208 | \$528,500 | A | n/c |
| S1 standard steel saloon | 55–59 | 3,107 | \$31,500 | B | -1% |
| S1 Continental, closed | 55–58 | 431 | \$345,500 | A | -Adj. |
| S1 Continental, open | 55–58 | inc. | \$1,152,000 | A | -6% |
| S1 Continental Flying Spur | 58–59 | inc. | \$132,500 | A | -Adj. |
| S2 standard steel saloon | 60–62 | 1,922 | \$25,500 | C | -1% |
| S2 Continental, closed | 59–62 | 388 | \$120,000 | A | -17% |
| S2 Continental, open | 59–62 | inc. | \$159,500 | A | -2% |
| S3 standard steel saloon | 62–65 | 1,286 | \$32,000 | C | -3% |
| S3 standard steel saloon, LWB | 62–65 | 1,318 | \$58,500 | B | +Adj. |
| S3 Continental, closed | 62–66 | 312 | \$103,500 | A | -Adj. |
| S3 Continental, open | 62–66 | inc. | \$348,000 | A | +Adj. |
| S3 Continental Flying Spur | 63–66 | inc. | \$335,500 | A | -Adj. |
| 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 | \$20,500 | D | +Adj. |
| Mulsanne | 80–87 | 533 | \$16,000 | D | n/c |
| Corniche I | 81–87 | 45 | \$75,000 | C | n/c |
| Eight | 84–92 | 1,736 | \$7,500 | D | n/c |
| Turbo R | 85–98 | 5,864 | \$17,000 | D | -1% |
| Corniche II | 86–89 | n/a | \$83,000 | D | n/c |
| Mulsanne S | 88–92 | 970 | \$11,500 | D | n/c |
| Continental R | 91–01 | n/a | \$60,500 | D | 3% |
| Brooklands | 93–97 | 1,380 | \$18,500 | C | 19% |
| Brooklands R | 97–98 | 339 | \$21,000 | C | n/c |
| Turbo S | 95 | 60 | \$41,500 | C | n/c |
| Azure | 95–02 | 1,098 | \$46,000 | C | n/c |
| Continental T | 96–02 | 557 | \$98,500 | C | n/c |
| Azure Mulliner | 99–03 | 154 | \$72,000 | C | n/c |
| Arnage Green Label | 99 | n/a | \$27,500 | C | -14% |
| Continental R Millennium | 00 | 46 | \$117,500 | C | n/c |
| Arnage Red Label | 00–02 | 2,273 | \$28,500 | C | -3% |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|-----------|------------------|------------------|--------------------|
| BITTER | | | | | |
| SC coupe | 83–84 | n/a | \$8,500 | F | n/c |
| SC coupe | 85 | n/a | \$10,000 | F | n/c |
| BIZZARRINI | | | | | |
| 5300 GT & Strada | 65–69 | 100* | \$849,500 | B | n/c |
| <i>(Bizzarrinis can be created from whole cloth. History must be bulletproof. Deduct 35% for fiberglass "America" models.)</i> | | | | | |
| BMW | | | | | |
| 319/1 | 34–36 | 178 | \$163,000 | B | n/c |
| 328 | 37–39 | 465 | \$830,000 | A | +Adj. |
| Isetta 250/300 | 55–62 | 158,728 | \$28,500 | C | -3% |
| Isetta 600 2+2 | 57–59 | 34,813 | \$31,500 | D | 12% |
| 503 coupe | 56–59 | 413 | \$189,500 | B | n/c |
| 503 convertible | 56–59 | inc. | \$297,000 | B | -17% |
| 507 roadster | 56–59 | 253 | \$2,321,000 | A | -11% |
| <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 | \$27,000 | C | n/c |
| 3.0 CSL | 71–72 | 1,039 | \$125,500 | C | 11% |
| 3.0 CSL "Batmobile" | 72–75 | 167 | \$205,000 | C | n/c |
| 3.0 CS | 72–74 | 11,063 | \$49,000 | C | -3% |
| 1600 coupe | 67–70 | 277,320 | \$13,500 | C | n/c |
| 2002 coupe | 68–71 | 339,084 | \$18,500 | C | -Adj. |
| 2002 coupe | 72–73 | inc. | \$17,500 | C | 13% |
| 2002 tii coupe | 72–74 | 38,701 | \$37,000 | B | n/c |
| 2002 turbo coupe | 73–74 | 1,672 | \$108,000 | B | -3% |
| 2002 coupe | 74–76 | inc. 2002 | \$18,500 | C | +Adj. |
| 320i coupe | 77–83 | 389,101** | \$7,500 | D | n/c |
| 318i coupe | 84–85 | 192,566* | \$4,500 | F | n/c |
| 325e coupe | 84–87 | 17,756 | \$9,000 | F | 4% |
| 325i coupe | 87–88 | 352,993** | \$4,000 | F | 3% |
| 325i convertible | 87–91 | inc. | \$16,000 | D | +Adj. |
| <i>(3-Series production totals are worldwide.)</i> | | | | | |
| 633 CSi coupe | 78–82 | 32,292 | \$26,000 | D | n/c |
| 633 CSi coupe | 83–84 | 5,332 | \$7,000 | D | 10% |
| 635 CSi coupe | 85–87 | 17,354 | \$10,500 | D | -Adj. |
| 635 CSi coupe | 88–89 | 4,241 | \$37,500 | D | n/c |
| 850i coupe | 91–92 | 11,932 | \$18,000 | D | 10% |
| 850 CSi | 94–96 | 225 | \$120,000 | C | -13% |
| 840i coupe | 94–97 | 5,808 | \$15,500 | D | +Adj. |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|---------|------------------|------------------|--------------------|
| M1 coupe | 79–80 | 450 | \$390,000 | B | n/c |
| <i>(M1 production numbers include Group 4 and 5 competition models.)</i> | | | | | |
| M3 coupe | 86–91 | 17,970 | \$98,000 | C | 2% |
| M5 sedan | 87–96 | 12,254 | \$50,500 | D | n/c |
| M6 coupe | 87–88 | 5,803 | \$51,500 | D | 15% |
| M3 coupe | 95–97 | 22,597 | \$13,000 | C | 2% |
| Z1 roadster | 89–91 | 8,000 | \$44,000 | C | -9% |
| Z3 roadster (4-cyl.) | 96–97 | 261,029 | \$5,500 | D | -3% |
| Z3 roadster (6-cyl.) | 97–02 | inc. | \$7,000 | C | -6% |
| <i>(Add up to \$5,000 for coupe; \$10,000 for M roadster.)</i> | | | | | |
| Z3 M coupe | 99–02 | 2,858 | \$45,500 | B | n/c |
| M5 sedan | 99–03 | 20,482 | \$32,500 | C | 14% |
| Z8 | 00–03 | 5,703 | \$179,000 | B | -2% |
| <i>(Add up to 25% 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 | \$12,000 | D | 5% |
|-----------|-------|-------|----------|---|----|

BUGATTI

| | | | | | |
|---------------------------------|-------|-------|--------------|---|--------|
| Type 13/23 Brescia | 19-26 | 2,000 | \$230,000 | B | n/c |
| Type 35 | 24–30 | 100* | \$1,077,500 | B | n/c |
| Type 35A | 25–30 | 100* | \$1,175,000 | B | n/c |
| Type 35B/C | 27–30 | 40* | \$5,216,500 | B | + Adj. |
| 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 | \$348,000 | B | n/c |
| Type 57/57C Stelvio cabriolet | 34–39 | 100 | \$786,000 | A | n/c |
| Type 57S Atalante coupe | 36–38 | 40 | \$10,413,500 | A | + Adj. |
| 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 | \$246,500 | A | n/c |
| EB110 | 92–95 | 139 | \$844,000 | B | n/c |
| EB110 SS | 94–95 | 29 | \$2,313,000 | A | n/c |
| Veyron | 06–11 | 300 | \$1,303,500 | B | n/c |
| Veyron 16.4 Grand Sport | 09–11 | n/a | \$2,053,500 | B | n/c |
| Veyron 16.4 Super Sport | 10–11 | n/a | \$1,679,500 | B | -Adj. |
| Veyron 16.4 Grand Sport Vitesse | 14–15 | n/a | \$1,750,000 | B | -15% |
| Chiron | 17– | n/a | \$2,592,000 | B | n/c |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|----------|------------------|------------------|--------------------|
| CISITALIA | | | | | |
| 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 |
| CITROËN | | | | | |
| DS21 Décapotable | 64–71 | 1,246 | \$228,500 | A | 4% |
| SM | 70–75 | 12,920 | \$48,500 | B | -2% |
| DAIMLER | | | | | |
| SP250 | 59–64 | 2,650 | \$38,500 | 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 |
| DATSUN | | | | | |
| 1600 convertible | 66–67 | 24,000* | \$43,500 | C | n/c |
| 1600 convertible | 68–70 | 7,350* | \$12,000 | C | 1% |
| 2000 convertible | 68–70 | 14,450* | \$9,000 | C | -2% |
| 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 | \$25,000 | B | -6% |
| 260Z | 74–75 | 101,479 | \$14,500 | D | -1% |
| 280Z | 75–78 | 182,385 | \$17,000 | D | n/c |
| 280ZX | 79–83 | 603,627 | \$10,000 | D | -1% |
| DELAGE | | | | | |
| 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> | | | | | |
| DELAHAYE | | | | | |
| 135 MS coupe | 35–39 | n/a | \$294,000 | B | n/c |
| 135 MS cabriolet | 35–39 | n/a | \$413,000 | A | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---------------------------------|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| 135 Special (race car) | 36 | 14 | \$1,007,000 | A | n/c |
| 145 | 37 | 4 | \$3,000,000 | A | n/c |
| 135 M coupe | 46–53 | n/a | \$320,000 | B | n/c |
| 135 M cabriolet | 46–53 | n/a | \$357,500 | A | -2% |
| 135 MS cabriolet | 46–53 | n/a | \$550,000 | A | n/c |
| 175/178/180 coupe and cabriolet | 48–51 | 51 | \$276,000 | B | n/c |
| 235 | 51–54 | 84 | \$144,000 | B | -Adj. |

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

DELOREAN

| | | | | | |
|--------|--------------------|--------|----------|---|----|
| DMC-12 | 81–83 ¹ | 8,583* | \$37,000 | C | 8% |
|--------|--------------------|--------|----------|---|----|

(¹Includes 3 gold-plated cars.)

DETOMASO

| | | | | | |
|---------------------------------|-------|--------|-----------|---|-------|
| Valllunga | 67 | 50* | \$368,500 | C | +Adj. |
| Mangusta | 67–71 | 400* | \$214,500 | C | -13% |
| Pantera | 71–74 | 5,629 | \$86,000 | C | -4% |
| Pantera GT/L, GTS | 75–89 | 3,500* | \$136,000 | B | -2% |
| <i>(For GTS, add \$10,000.)</i> | | | | | |
| Pantera 90 Si | 90–93 | 41 | \$299,000 | B | n/c |
| Longchamp coupe | 72–89 | 395 | \$56,000 | C | +Adj. |
| Longchamp convertible | 80–89 | 14 | \$35,500 | C | n/c |

DUAL-GHIA

| | | | | | |
|-------------|-------|-----|-----------|---|------|
| Convertible | 56–58 | 117 | \$308,000 | B | -7% |
| L6.4 Coupe | 61–63 | 26 | \$313,000 | B | -14% |

ELVA

| | | | | | |
|----------------------|-------|------|----------|---|-----|
| Courier (Mk I–Mk IV) | 58–69 | 500* | \$18,500 | C | n/c |
|----------------------|-------|------|----------|---|-----|

FACEL VEGA

| | | | | | |
|-----------------|-------|-------|-----------|---|------|
| FV (all models) | 55–58 | 353 | \$129,000 | B | n/c |
| HK500 | 59–61 | 500 | \$143,000 | B | 17% |
| Facel II | 62–64 | 184 | \$271,000 | B | -13% |
| 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 |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|----------|------------------|------------------|--------------------|
| 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 |
| 212 Touring Barchetta | 51–52 | 10 | \$1,550,000 | A | n/c |
| 212 Inter | 51–52 | 84 | \$1,765,000 | B | n/c |
| 225 Sport | 52 | 22 | \$2,810,000 | A | +Adj. |
| 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 | \$4,159,000 | A | -9% |
| 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 | \$522,000 | B | -Adj. |
| *Ellena | inc. | inc. | \$671,000 | B | -16% |
| *Alloy-bodied | inc. | inc. | \$1,133,000 | B | n/c |
| 250 GT Tour de France | 56–59 | 77 | \$5,495,000 | A | -7% |
| <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 | \$6,800,000 | A | n/c |
| 250 GT PF cabriolet Series II | 59–62 | 200 | \$1,462,500 | B | -4% |
| 250 GT Spyder California LWB | 57–60 | 42 | \$9,905,000 | 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 |



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Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| *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 | \$599,000 | B | -7% |
| 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 | \$448,000 | C | -1% |
| 250 GTO | 62–64 | 39 | \$48,405,000 | A | n/c |
| 250 GT/L Lusso | 62–64 | 350 | \$1,548,000 | B | 10% |
| 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 | \$170,500 | C | -10% |
| 330 GT 2+2 Series II (2-headlight) | 65–68 | inc. | \$286,500 | C | 2% |
| 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 | \$2,205,000 | 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 | \$554,500 | B | -6% |
| 330 GTS | 66–68 | 100 | \$1,737,500 | B | -2% |
| 365 Spyder California | 66–67 | 14 | \$2,250,000 | A | n/c |
| 206 GT Dino | 67–68 | 152 | \$577,000 | B | n/c |
| 365 GTC | 68–70 | 168 | \$686,000 | B | -5% |
| 365 GT 2+2 | 68–71 | 809 | \$199,000 | C | -7% |
| 365 GTB/4 Daytona coupe | 68–73 | 1,279 | \$563,000 | B | -2% |
| 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 | \$1,930,000 | A | n/c |
| 365 GTC/4 | 71–72 | 500 | \$235,000 | C | -1% |
| 246 GT Dino coupe | 69–74 | 2,609 | \$354,500 | B | 1% |
| 246 GTS Dino Spyder | 72–74 | 1,274 | \$302,000 | B | -11% |
| <i>(Add 15% for "chairs and flares.")</i> | | | | | |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|---------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| 365 GT4 2+2 | 72-76 | 521 | \$68,500 | D | -Adj. |
| 365 GT4 BB | 74-76 | 387 | \$310,000 | B | -1% |
| 308 GT4 2+2 | 74-79 | 2,826 | \$51,500 | C | 15% |
| <i>(Deduct 30% for 208 GT4.)</i> | | | | | |
| 308 GTB vetroresina (fiberglass) | 75-77 | 712 | \$141,500 | C | -8% |
| <i>(Add \$5,000 for dry sump.)</i> | | | | | |
| 308 GTB (steel) | 75-79 | 2,185 | \$67,000 | C | 7% |
| 308 GTS | 77-79 | 3,219 | \$46,500 | C | -6% |
| 512 BB | 76-81 | 929 | \$279,500 | B | 5% |
| 400 2+2 carbureted | 76-80 | 502 | \$41,000 | D | -Adj. |
| <i>(Add \$5,000 for 400/400i w/5-sp.)</i> | | | | | |
| 512 BB LM | 79-80 | 25 | \$1,051,500 | B | n/c |
| 308 GTBi | 80-82 | 494 | \$60,500 | D | n/c |
| 308 GTSi | 80-82 | 1,749 | \$67,000 | D | +Adj. |
| 400i | 80-84 | 1,308 | \$63,500 | D | 2% |
| Mondial 8 coupe | 81-82 | 703 | \$28,000 | D | n/c |
| 512 BBi | 82-84 | 1,007 | \$252,000 | B | 2% |
| 308 GTB QV | 83-85 | 748 | \$74,000 | C | n/c |
| 308 GTS QV | 83-85 | 3,042 | \$55,000 | C | -1% |
| Mondial coupe QV | 83-85 | 1,145 | \$25,000 | D | n/c |
| Mondial cabriolet QV | 83-85 | 629 | \$35,000 | C | -3% |
| 288 GTO | 84-85 | 272 | \$2,507,500 | B | -15% |
| Testarossa | 85-87.5 | 7,200 | \$110,000 | C | n/c |
| Testarossa | 87.5-91 | inc. | \$103,500 | C | 3% |
| 412 | 85-89 | 576 | \$75,500 | D | n/c |
| <i>(Add \$5k for 5-sp.)</i> | | | | | |
| <i>(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.)</i> | | | | | |
| Mondial 3.2 coupe | 86-88 | 987 | \$33,500 | D | n/c |
| Mondial 3.2 cabriolet | 86-88 | 810 | \$31,000 | C | -Adj. |
| 328 GTB | 86-88 | 1,345 | \$95,500 | B | 7% |
| 328 GTB | 89 | inc. | \$104,000 | B | n/c |
| 328 GTS | 86-88 | 6,068 | \$68,500 | B | 1% |
| 328 GTS | 89 | inc. | \$79,500 | B | n/c |
| F40 | 88-92 | 1,311 | \$1,386,000 | A | 14% |
| Mondial † coupe | 89 | 858 | \$40,500 | C | n/c |
| Mondial † cabriolet | 89-91 | 1,017 | \$39,500 | D | -3% |
| 348 tb | 89-94 | 2,894 | \$48,500 | D | -6% |
| 348 ts | 89-94 | 4,228 | \$49,500 | D | -1% |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| 512 TR | 91–94 | 2,261 | \$162,500 | C | n/c |
| 456 GT | 92–98 | 1,548 | \$49,500 | C | -15% |
| 456 GTA | 96–98 | 403 | \$49,000 | C | -1% |
| 456M GT/GTA | 98–03 | 403 | \$83,000 | C | +Adj. |
| 348 Spider | 93–95 | 1,146 | \$50,000 | C | -9% |
| F512 M | 94–96 | 501 | \$255,000 | C | -19% |
| F355 Berlinetta | 94–98 | 3,829 | \$116,000 | B | +Adj. |
| F355 GTS | 95–98 | 529 | \$51,500 | B | -5% |
| F355 Spider | 95–99 | 2,664 | \$77,000 | B | 5% |
| F50 | 95–97 | 349 | \$2,567,000 | A | -14% |
| 550 Maranello | 96–01 | 3,600 | \$115,000 | C | n/c |
| 550 Barchetta | 00–01 | 448 | \$352,000 | C | -1% |
| 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 | \$82,500 | C | n/c |
| <i>(Deduct \$25k for gray-market cars.)</i> | | | | | |
| 360 Modena Challenge Stradale | 99–04 | 378 | \$172,000 | C | -8% |
| F430 berlinetta | 04–09 | n/a | \$82,500 | C | -Adj. |
| F430 Spider | 05–09 | n/a | \$122,000 | C | -11% |
| <i>(Add 80% for 6-speed)</i> | | | | | |
| F430 Scuderia | 07–09 | n/a | \$196,000 | C | 2% |
| F430 Scuderia Spider 16M | 08–09 | 499 | \$287,500 | C | 3% |
| Enzo | 02–03 | 400 | \$2,640,000 | B | -5% |
| FX | 05–06 | 30 | \$3,525,000 | B | n/c |
| 575M Maranello | 02–05 | 2,100* | \$104,500 | C | 4% |
| 575M Maranello (6-speed) | 02–05 | inc. | \$247,500 | B | 2% |
| 575 Superamerica | 04–05 | 559 | \$269,000 | B | -5% |
| 575 Superamerica (6-speed) | 04–05 | inc. | \$627,500 | A | -Adj. |
| 612 Scaglietti | 04–10 | n/a | \$81,000 | C | -2% |
| 612 Scaglietti (6-speed) | 04–10 | n/a | \$308,000 | B | NL† |
| 599 GTB Fiorano (6-speed) | 06–11 | 30 | \$429,000 | B | 13% |
| 599 GTO | 10–11 | 599 | \$648,500 | B | 15% |
| 599 SA Aperta | 11 | 80 | \$1,033,500 | B | -3% |
| California | 09–13 | n/a | \$107,500 | C | n/c |
| 458 Italia | 10–15 | n/a | \$165,000 | C | -3% |
| 458 Spider | 12–15 | n/a | \$280,000 | C | +Adj. |
| 458 Speciale | 13–15 | n/a | \$349,000 | C | -7% |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|-----------|------------------|------------------|--------------------|
| 458 Speciale A | 14–15 | n/a | \$532,500 | C | n/c |
| California T | 15–18 | n/a | \$168,500 | C | -1% |
| F12 Berlinetta | 12–17 | n/a | \$247,500 | C | n/c |
| <i>(For 70th Anniversary Edition add 100% for California T; 75% for F12.)</i> | | | | | |
| F12tdf | 15–17 | n/a | \$907,000 | B | -3% |
| LaFerrari | 13–15 | 499 | \$2,947,500 | B | -4% |
| Formula One Cars | | | | | |
| 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* | \$1,861,000 | A | 18% |
| Ferrari Sports Prototype Racers | | | | | |
| Front-engined V6 (Dinos) | 57–60 | 6* | \$4,250,000 | A | n/c |
| <i>(Includes 196, 206, 246, 296 S without stories.)</i> | | | | | |
| Rear-engined V6 & V8 Dino racers | 61–67 | 25* | \$2,675,500 | A | n/c |
| <i>(Includes 166, 196, 246, 286, 268 SPs without stories.)</i> | | | | | |
| Rear-engined V12 racers | 63–67 | 22* | \$27,500,000 | A | n/c |
| <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> | | | | | |
| FIAT | | | | | |
| 8V (body by Rapi) | 53–55 | 114 | \$1,141,500 | B | n/c |
| 8V (body by Zagato) | 53–55 | 28 (inc.) | \$1,981,500 | A | n/c |
| 8V Show Cars/Other Coachwork | | inc. | \$1,266,000 | B | -Adj. |
| <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> | | | | | |
| 1100/1200 TV roadster | 57–58 | n/a | \$51,000 | C | n/c |
| 1500/1600 OSCA roadster | 59–63 | n/a | \$30,500 | C | -15% |
| 1200/1500 roadster | 59–67 | n/a | \$28,500 | D | n/c |
| Dino Spider | 66–72 | 1,989 | \$115,000 | B | n/c |
| <i>(A premium is paid for the 2400 over the 2000, in some cases up to 50%.)</i> | | | | | |
| Dino coupe | 66–72 | 5,814 | \$52,000 | D | -12% |
| 850 Spider | 67–74 | 124,660 | \$12,500 | D | -Adj. |
| 124/2000 Spider | 68–85 | 150,000* | \$8,500 | C | -3% |
| X1/9 | 74–90 | 150,000* | \$18,500 | D | -16% |
| FRAZER NASH | | | | | |
| Le Mans Replica | 48–56 | 34 | \$574,500 | B | n/c |
| GHIA | | | | | |
| 450 SS | 66–67 | 57 | \$121,000 | B | -2% |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|---------|------------------|------------------|--------------------|
| GORDON-KEEBLE | | | | | |
| GK1 coupe | 64–68 | 99 | \$65,000 | C | n/c |
| HISPANO-SUIZA | | | | | |
| 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 | \$335,000 | A | -9% |
| H6B, closed | 24–28 | n/a | \$335,000 | B | n/c |
| 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 | \$2,425,000 | A | n/c |
| J12 Type 68 (11-liter) | 31–39 | n/a | \$1,530,000 | A | n/c |
| K6, open | 33–39 | n/a | \$869,000 | B | n/c |
| K6, closed | 33–39 | n/a | \$143,000 | B | -Adj. |
| <i>(All H-S are custom-bodied; prices depend on coachwork and history.)</i> | | | | | |
| HONDA | | | | | |
| S800 | 67–70 | 11,536 | \$20,000 | D | n/c |
| <i>(Subtract 20% for coupes.)</i> | | | | | |
| Z600 | 70–72 | 15,500* | \$14,500 | C | 19% |
| S2000 | 99–09 | 110,673 | \$24,000 | C | 2% |
| INTERMECCANICA | | | | | |
| Italia coupe | 67–72 | 411 | \$76,000 | C | n/c |
| Italia Spyder | 67–72 | inc. | \$108,500 | B | -4% |
| INVICTA | | | | | |
| 4½-Litre S-type Low-Chassis Sports | 31–33 | 75 | \$983,000 | A | n/c |
| ISO | | | | | |
| Rivolta coupe | 63–70 | 799 | \$70,000 | C | n/c |
| Grifo | 65–74 | 412 | \$382,000 | B | -12% |
| 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 |
| <i>(Prices can vary greatly depending on coachwork. For Castagna coachwork, add 15%.)</i> | | | | | |

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Touring Sedan**
Sold for **\$31,500**



1985 Land Rover Defender
Sold for **\$36,750**



1985 BMW M6
Sold for **\$42,525**



**1995 Mercedes-Benz
E320 Cabriolet**
Sold for **\$31,500**

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| JAGUAR | | | | | |
| SS I coupe | 31–36 | 4,200* | \$120,500 | C | n/c |
| 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 | \$242,000 | B | -10% |
| SS 100 3.5-liter | 38–40 | 118 | \$278,500 | A | -Adj. |
| Mk IV saloon (1.5-, 2.5-, 3.5-liter) | 45–49 | 11,378 | \$25,500 | D | n/c |
| Mk IV DHC (1.5-, 2.5-, 3.5-liter) | 47–49 | 664 | \$115,500 | B | 14% |
| 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 | \$57,500 | B | 4% |
| XK 120 roadster (alloy) | 49–50 | 240 | \$207,000 | A | -Adj. |
| XK 120 roadster | 51–54 | 7,391 | \$95,000 | B | 1% |
| XK 120 coupe | 51–54 | 2,678 | \$78,500 | B | n/c |
| XK 120 DHC | 53–54 | 1,769 | \$120,000 | B | -1% |
| <i>(Add \$20,000 for SE option—dual exhausts, spoke wheels, cams, etc.)</i> | | | | | |
| XK 140 roadster | 54–57 | 3,347 | \$75,500 | B | -19% |
| XK 140 DHC | 54–57 | 2,740 | \$120,500 | B | n/c |
| XK 140 coupe | 54–57 | 2,797 | \$75,000 | B | 4% |
| <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 | \$112,000 | B | 5% |
| XK 150 3.4 DHC | 58–61 | 2,489 | \$117,500 | B | -5% |
| XK 150 3.4 coupe | 58–61 | 4,101 | \$58,500 | 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 | 1% |
| XK 150 S 3.4 DHC | 59–61 | inc. | \$184,500 | B | n/c |
| XK 150 S 3.4 coupe | 59–61 | inc. | \$99,000 | B | -10% |
| <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 | \$28,000 | F | +Adj. |
| Mk VIII saloon | 57–58 | 6,332 | \$32,500 | F | n/c |
| Mk IX saloon | 59–61 | 10,005 | \$22,500 | F | n/c |
| Mk X / 420G | 62–64 | 11,234 | \$21,000 | D | n/c |
| 420 | 66–68 | 10,236 | \$17,500 | D | n/c |
| Mk 2 2.4 saloon | 56–59 | 25,173 | \$16,000 | D | n/c |
| Mk 2 3.4 saloon | 60–66 | 28,663 | \$28,500 | D | 8% |
| Mk 2 3.8 saloon | 60–67 | 30,140 | \$45,000 | C | 3% |
| <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 |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|---------|-------------|---------------|-----------------|
| | | | Median | | |
| 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 | \$174,000 | A | -18% |
| E-type Series I 3.8 coupe (flat floor) | 61-62 | 7,669 | \$137,000 | B | -1% |
| E-type Series I 3.8 convertible | 62-64 | inc. | \$136,000 | B | -9% |
| E-type Series I 3.8 coupe | 62-64 | inc. | \$128,500 | B | 3% |
| E-type Series I 4.2 convertible | 64-67 | 9,548 | \$137,500 | A | n/c |
| E-type Series I 4.2 coupe | 64-67 | 7,770 | \$108,000 | B | +Adj. |
| E-type Series I 2+2 coupe | 66-67 | 4,220 | \$38,000 | C | -12% |
| <i>(Deduct \$3,000 for automatic.)</i> | | | | | |
| E-type Series II 4.2 convertible | 68-71 | 8,627 | \$78,000 | B | -9% |
| E-type Series II 4.2 coupe | 68-71 | 4,855 | \$64,500 | C | -1% |
| E-type Series II 2+2 coupe | 68-71 | 5,326 | \$34,500 | D | -Adj. |
| <i>(Add \$1,000 for a/c. Deduct \$3,000 for automatic.)</i> | | | | | |
| E-type Series III V12 convertible | 71-74 | 7,990 | \$86,000 | B | 10% |
| E-type Series III V12 coupe | 71-74 | 7,297 | \$49,500 | C | -4% |
| <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> | | | | | |
| XJ-S | 75-81 | 115,413 | \$17,000 | D | 6% |
| XJ-S H.E. | 82-93 | inc. | \$9,500 | C | +Adj. |
| XJ-S convertible | 82-96 | inc. | \$11,000 | C | -1% |
| <i>(6-cyl. from '94-96.)</i> | | | | | |
| XJ 220 | 91-93 | 300 | \$439,500 | B | n/c |
| XK8 coupe | 97-04 | n/a | \$6,500 | D | -12% |
| XK8 convertible | 97-04 | n/a | \$8,000 | D | -7% |
| XKR coupe | 97-04 | n/a | \$16,500 | D | +Adj. |
| XKR convertible | 97-04 | n/a | \$8,500 | D | -18% |
| JENSEN | | | | | |
| Interceptor II/III coupe | 66-76 | 6,387 | \$54,000 | B | +Adj. |
| Interceptor FF coupe | 67-71 | inc. | \$46,500 | B | n/c |
| Interceptor III DHC | 74-76 | inc. | \$51,500 | B | n/c |
| JENSEN-HEALEY | | | | | |
| Convertible | 72-76 | 10,453 | \$10,000 | D | 17% |
| GT | 76 | 473 | \$6,500 | F | n/c |
| LAGONDA | | | | | |
| M45 saloon | 34-35 | 70 | \$163,500 | C | n/c |
| M45 tourer | 34-35 | inc. | \$236,000 | A | -2% |
| LG45 tourer | 36-37 | 278 | \$168,000 | B | n/c |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| 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 | \$282,000 | A | 17% |
| 2.6 Liter DHC | 48–53 | 517** | \$77,500 | C | -Adj. |
| 3.0 Liter DHC | 53–58 | 256** | \$81,000 | C | n/c |
| LAMBORGHINI | | | | | |
| 350GT | 64–66 | 143 | \$503,000 | B | -9% |
| 400GT 2+2 | 66–68 | 244 | \$394,500 | B | -15% |
| <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> | | | | | |
| Miura P400 | 66–69 | 465 | \$811,500 | B | -17% |
| Miura P400 S | 69–71 | 138 | \$1,339,000 | B | n/c |
| Miura P400 SV | 71–72 | 148 | \$2,205,000 | A | 1% |
| Espada | 68–78 | 1,223 | \$110,000 | C | -12% |
| Islero 400GT | 68–69 | 125 | \$228,000 | B | 14% |
| Islero S | 69 | 100 | \$313,000 | B | 3% |
| Jarama (both versions) <i>(Add \$7,500 for "S".)</i> | 70–76 | 327 | \$101,000 | D | -13% |
| Countach LP400 (Periscopio) | 74–76 | 110 | \$1,062,500 | B | n/c |
| Countach LP400 | 77 | 40 | \$915,000 | B | n/c |
| Countach LP400 S | 76–82 | 235 | \$336,500 | B | n/c |
| Countach LP5000 S | 82–85 | 323 | \$294,000 | B | 1% |
| Countach LP5000 QV | 85–88 | 610 | \$258,000 | B | n/c |
| Countach 25th Anniversary | 89 | 657 | \$247,500 | B | 2% |
| Jalpa P350 | 82–88 | 410 | \$75,000 | D | -9% |
| LM002 <i>(For American version, add \$20k.)</i> | 87–90 | 300 | \$275,000 | C | n/c |
| Diablo | 90–98 | 900 | \$129,500 | D | 12% |
| Diablo VT | 94–98 | 400 | \$183,000 | D | n/c |
| Diablo VT roadster | 96–98 | 466 | \$171,500 | D | +Adj. |
| Diablo SV | 98–99 | n/a | \$203,500 | C | -Adj. |
| Diablo VT | 98–01 | n/a | \$352,000 | D | 16% |
| Diablo VT roadster | 98–99 | n/a | \$202,500 | D | 8% |
| Diablo GT | 99 | 80 | \$972,500 | B | 17% |
| Murcielago | 02–06 | 2,223 | \$144,000 | D | -2% |
| Murcielago roadster | 04–06 | 435 | \$196,000 | D | n/c |
| Murcielago LP640 | 07–10 | 1,296 | \$243,500 | D | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| Murcielago LP640 roadster | 09–10 | 464 | \$195,500 | D | n/c |
| Gallardo | 04–14 | 14,022 | \$88,000 | D | n/c |
| Gallardo Spyder | 06–08 | inc. | \$111,500 | D | 11% |
| Gallardo LP560-4 | 09–14 | inc. | \$122,000 | D | n/c |
| Gallardo LP560-4 Spyder | 09–14 | inc. | \$175,000 | D | n/c |
| LANCIA | | | | | |
| Aurelia B20GT coupe Series 1-6 | 51–58 | 3,121 | \$133,500 | B | 13% |
| <i>(Series 1, 2 and 3 were all RHD, and are valued higher in Europe than Series 4, 5 & 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* | \$875,000 | A | -Adj. |
| Aurelia B24 S convertible | 56–59 | 521 | \$250,500 | A | -2% |
| <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 |
| 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 | \$124,000 | B | n/c |
| Flaminia Sport (Zagato) SI | 59–60 | 599 | \$411,500 | A | -3% |
| Flaminia Sport (Zagato) SII, SIII | 61–64 | n/a | \$272,000 | 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 | \$15,500 | C | -5% |
| 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 | \$43,000 | D | n/c |
| <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 | -7% |
| Stratos Stradale | 73–76 | 495 | \$529,000 | A | n/c |
| 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 | \$689,500 | A | -Adj. |
| Delta S4 Stradale | 85–86 | 200 | \$986,000 | B | +Adj. |
| Delta HF Integrale 16V | 89–90 | 15,589 | \$21,000 | B | n/c |
| Delta HF Integrale Evo (I & II) | 91–94 | 12,118 | \$102,500 | B | +Adj. |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|---------|------------------|------------------|--------------------|
| LAND ROVER | | | | | |
| Series I | 48–57 | 182,811 | \$26,000 | C | -11% |
| Series II | 58–61 | 126,343 | \$17,500 | C | 1% |
| Series IIA | 61–71 | 451,624 | \$32,000 | C | +Adj. |
| Series III | 71–85 | 660,081 | \$17,000 | C | -Adj. |
| LEXUS | | | | | |
| LFA | 12 | 450 | \$428,000 | C | n/c |
| LFA Nürburgring Package | 12 | 50 | \$912,500 | B | 2% |
| LOTUS | | | | | |
| Eleven (Series 1 & 2) | 56–60 | 270 | \$209,000 | A | n/c |
| Elite Series 1 & 2 (Climax eng.) | 58–63 | 1,076 | \$70,500 | A | -4% |
| <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. | \$39,000 | B | +Adj. |
| Elan Series 3 convertible | 65–68 | inc. | \$32,500 | B | n/c |
| Elan Series 3 coupe | 66–68 | inc. | \$28,500 | B | -Adj. |
| Elan Series 4 convertible | 68–74 | inc. | \$36,500 | B | -5% |
| Elan Series 4 coupe | 68–74 | inc. | \$15,500 | C | -Adj. |
| Elan Sprint convertible | 71–73 | 845 | \$37,500 | B | 2% |
| Elan Sprint coupe | 71–73 | 562 | \$41,500 | B | -15% |
| Elan Plus 2 | 67–74 | 4,798 | \$18,000 | C | -5% |
| Europa (Series 1 & 2) | 67–68 | 8,969 | \$27,000 | C | n/c |
| Europa Twin Cam / Special | 72–74 | inc. | \$38,500 | B | +Adj. |
| <i>(217 TC/Specials were numbered; the rest were decaled and stickered.)</i> | | | | | |
| Elan 26R (Series 1 & Series 2) | 65–66 | 97 | \$73,000 | A | -Adj. |
| Europa 47 | 68–70 | 55 | \$107,500 | A | n/c |
| Cortina Mk I | 62–66 | 2,894 | \$69,500 | B | -2% |
| 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 | \$39,000 | C | 6% |
| Esprit Series 2 | 78–81 | 1,045 | \$30,500 | C | 7% |
| Esprit Series 3 | 81–87 | 1,907 | \$23,000 | C | -4% |
| <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 | \$22,000 | C | n/c |
| Esprit Turbo Series 4 (264hp) | 94–95 | 385 | \$48,500 | C | +Adj. |
| Esprit Turbo Series 4 (300hp) | 95 | 64 | \$41,000 | C | n/c |
| Elan M100 | 90–91 | 3,855 | \$20,000 | D | -1% |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| Esprit V8 | 97-03 | 3,500* | \$48,500 | C | -2% |
| Elise (U.S. model) | 05-11 | 3,500* | \$33,000 | C | -1% |
| MASERATI | | | | | |
| A61500 <i>(60 PF coupes; for the 1 Zagato, add 120%.)</i> | 46-50 | 61 | \$505,500 | B | -Adj. |
| A6GCS | 47-53 | 16 | \$850,000 | A | n/c |
| A6GCS/53 | 51-53 | 52 | \$5,170,000 | 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 | n/c |
| A6G54/A6G2000 Zagato coupe <i>(Also 6 Frua coupes, 1 Zagato Spyder built.)</i> | 54-57 | 20 | \$4,515,000 | A | n/c |
| 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 |
| 450S <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> | 56-58 | 10 | \$4,000,000 | A | n/c |
| 3500 GT, GTi | 57-65 | 1,991 | \$211,000 | C | 10% |
| 3500 GT Vignale Spyder <i>(3500 add \$5,000 for wires, \$3,500 for 5-sp.)</i> | 59-64 | 227 | \$730,000 | B | n/c |
| 5000 GT Allemano coupe <i>(Prices vary considerably for special coachwork by Touring, Michelotti, Frua, Pinin Farina, Ghia and Bertone.)</i> | 59-64 | 32 | \$885,000 | A | n/c |
| Birdcage Tipo 60/61 front engine | 59-61 | 22 | \$3,343,500 | A | n/c |
| Birdcage Tipo 63/64 rear engine <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> | 60-61 | 6 | \$583,500 | B | n/c |
| Sebring Series I coupe | 62-65 | 346 | \$152,000 | C | -16% |
| Sebring Series II coupe | 65-66 | 98 | \$257,500 | C | n/c |
| Quattroporte I | 63-69 | 776 | \$60,500 | D | 10% |
| Mistral coupe | 64-70 | 828 | \$115,000 | C | -13% |
| Mistral Spyder | 64-69 | 120 | \$448,500 | B | n/c |
| Mexico 4.2L <i>(Add \$10k for 4.7-L version.)</i> | 65-68 | 250 | \$106,500 | D | n/c |
| Ghibli 4.7-L coupe | 67-70 | 1,149 | \$107,000 | B | -6% |
| Ghibli SS 4.9-L coupe | 70-73 | inc. | \$201,500 | B | -12% |
| Ghibli 4.7-L Spyder | 69-71 | 100 | \$514,000 | B | n/c |
| Ghibli SS 4.9-L Spyder | 71-72 | 25 | \$753,000 | B | n/c |
| Indy <i>(Add 20% for 4.7-L or 4.9-L engine.)</i> | 69-74 | 1,136 | \$55,000 | C | n/c |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|----------|------------------|------------------|--------------------|
| Bora | 71–80 | 571 | \$158,000 | B | -3% |
| Merak | 72–76 | 1,832 | \$49,500 | D | n/c |
| Khamsin | 74–82 | 421 | \$85,500 | C | n/c |
| Merak SS | 76–80 | 277 | \$80,500 | C | 1% |
| Kyalami | 77–82 | 150 | \$61,000 | C | +Adj. |
| Quattroporte II | 73–75 | 13 | \$32,500 | C | n/c |
| Quattroporte III | 78–87 | 2,155 | \$9,000 | D | -2% |
| Biturbo coupe | 84–94 | 18,895** | \$5,000 | F | -Adj. |
| Biturbo Spyder | 84–89 | 1,325** | \$7,000 | F | -19% |
| 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 | \$19,500 | C | -1% |
| Coupe | 02–06 | 6,449 | \$17,500 | C | 2% |
| Quattroporte V | 05–12 | n/a | \$20,500 | D | -3% |
| <i>(From 2008, add 10% for Sport; full automatic available from 2007.)</i> | | | | | |
| MC12 | 04–05 | 50 | \$2,836,500 | B | n/c |
| MAZDA | | | | | |
| Cosmo Series I | 67–68 | 343 | \$129,000 | B | +Adj. |
| Cosmo Series II | 68–72 | 1,176 | \$98,500 | B | 19% |
| RX-7 | 79–85 | 72,692* | \$6,000 | D | 10% |
| RX-7 | 86–92 | 435,000* | \$6,500 | D | 2% |
| RX-7 | 93–95 | 14,000* | \$33,500 | C | n/c |
| MX-5 (Miata NA) | 90–98 | 421,107 | \$6,000 | C | 1% |
| MX-5 (Miata NB) | 99–05 | 292,160 | \$5,500 | C | n/c |
| MX-5 (Miata NC) | 06–14 | 199,376 | \$13,000 | C | -2% |
| <i>(MX-5 production includes worldwide numbers.)</i> | | | | | |
| MCLAREN | | | | | |
| F1 | 94–98 | 106 | \$17,712,500 | A | n/c |
| P1 | 14–16 | 375 | \$1,273,500 | B | -6% |
| Senna | 19– | 500 | \$978,500 | B | n/c |
| MERCEDES-BENZ | | | | | |
| 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 | \$136,500 | B | n/c |
| 380 cabriolet | 33–34 | 154 | \$475,000 | A | n/c |
| 500K tourer | 34–36 | 325 | \$830,000 | A | -19% |
| 500K Cabriolet B | 34–36 | inc. | \$808,500 | A | n/c |



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Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| 500K Special roadster | 34–36 | 29 | \$2,678,000 | A | n/c |
| 540K coupe | 36–39 | 419 | \$995,000 | A | n/c |
| 540K cabriolet | 36–39 | inc. | \$1,545,500 | A | -14% |
| 540K Special roadster | 36–39 | inc. | \$8,250,000 | A | n/c |
| 190SL convertible | 54–63 | 25,881 | \$105,500 | B | -1% |
| <i>(Add \$1,500 for factory hard top.)</i> | | | | | |
| 300SL Gullwing (Steel body, type 198.040) | 54–57 | 1,371 | \$1,311,500 | A | 3% |
| 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 | \$986,000 | A | -1% |
| 300SL Roadster (disc brake) | 61–62 | 269 | \$946,000 | A | -Adj. |
| 300SL Roadster (disc brake, alloy engine) | 62–63 | 210 | \$1,137,000 | A | -Adj. |
| <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 | \$50,000 | B | -4% |
| 250SL convertible | 67–68 | 5,196 | \$75,000 | B | 5% |
| 280SL convertible | 68–71 | 23,885 | \$79,500 | B | -4% |
| <i>(Add \$1,500 for 4-speed; 50% for ZF 5-speed. Deduct \$2,500 for no hard top.)</i> | | | | | |
| 350SL / 450SL convertible | 71–73 | 15,304 | \$13,000 | D | 6% |
| <i>(Add 5% for chrome bumpers.)</i> | | | | | |
| 450SLC coupe | 72–77 | 20,619 | \$14,500 | D | n/c |
| <i>(Add \$3,000 for 1972–73 450SLC.)</i> | | | | | |
| 450SL convertible | 74–78 | 45,097 | \$9,000 | D | 17% |
| 450SLC 5.0 coupe | 77–79 | 1,470 | \$25,500 | C | -Adj. |
| 450SLC coupe | 78–80 | 11,120 | \$11,000 | D | -1% |
| 450SL convertible | 78–80 | 21,201 | \$7,500 | D | 10% |
| 350SLC coupe | 71–80 | 13,925 | \$19,500 | D | n/c |
| 380SLC coupe | 81 | 1,991 | \$47,500 | D | n/c |
| 380SL convertible | 80–83 | 24,083 | \$7,000 | D | -5% |
| 380SL convertible | 84–85 | 19,805 | \$10,000 | D | 2% |
| <i>(380SL and 380SLC production numbers are for U.S. sales.)</i> | | | | | |
| 560SL convertible | 86–87 | 49,347 | \$17,500 | D | 1% |
| 560SL convertible | 88–89 | inc. | \$17,500 | D | 1% |
| 300SL convertible | 90–92 | n/a | \$6,000 | D | 1% |
| <i>(Add 15% for 5-sp.)</i> | | | | | |
| 500SLC coupe | 80–81 | 1,299 | \$28,000 | D | n/c |
| <i>(450SLC 5.0 and 500SLC were produced in Europe only.)</i> | | | | | |
| 500SL convertible | 90–92 | n/a | \$8,000 | D | -2% |
| SLK convertible | 97–04 | n/a | \$6,500 | D | -6% |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|-------------------------|-------|--------|------------------|------------------|--------------------|
| SLR McLaren coupe | 04–09 | 3,500 | \$252,000 | C | 1% |
| SLR McLaren convertible | 07–09 | inc. | \$357,000 | C | n/c |
| SLS AMG | 10–15 | 2,731 | \$176,000 | C | -3% |
| SLS AMG Black Series | 14 | inc. | \$443,000 | B | 7% |

Other Collectible Mercedes-Benz

| | | | | | |
|---|-------|--------|-----------|---|-------|
| 170S Cabriolet A | 49–51 | 2,394 | \$92,500 | C | n/c |
| 220 Cabriolet A | 51–55 | 1,167 | \$159,500 | B | 4% |
| 220 Cabriolet B | 51–55 | 950 | \$103,500 | B | n/c |
| 220 coupe | 54 | 83 | \$66,000 | B | n/c |
| <i>(13 hard-top coupes w/sunroof, 70 w/o; production number includes A, B, C models.)</i> | | | | | |
| 300S cabriolet | 52–55 | 203 | \$541,000 | B | n/c |
| 300S coupe | 52–55 | 216 | \$357,000 | B | n/c |
| 300S roadster | 52–55 | 141 | \$724,500 | B | n/c |
| 300b sedan | 51–55 | 6,214 | \$40,000 | D | -5% |
| 300b 4-dr Cabriolet B | 51–55 | 91 | \$118,000 | B | n/c |
| 300c 4-dr Cabriolet C | 55–56 | 51 | \$115,500 | B | n/c |
| 300c sedan | 55–58 | 1,432 | \$60,000 | D | 12% |
| 300Sc coupe | 55–58 | 98 | \$485,000 | B | 2% |
| 300Sc Cabriolet A | 55–58 | 49 | \$750,000 | A | n/c |
| 300Sc roadster | 55–58 | 53 | \$918,000 | A | 4% |
| 220S cabriolet | 56–59 | 3,290 | \$113,000 | B | +Adj. |
| 220S coupe | 57–60 | 2,081 | \$43,500 | D | n/c |
| 300d Cabriolet D (Adenauer) | 58–62 | 65 | \$257,500 | B | 3% |
| 300d sedan | 57–62 | 3,077 | \$40,000 | D | -19% |
| 220SE coupe | 58–60 | n/a | \$49,500 | C | n/c |
| 220SE cabriolet | 58–60 | n/a | \$133,000 | B | 1% |
| 220SEb coupe | 60–65 | 16,902 | \$20,000 | C | -1% |
| 220SEb cabriolet | 60–65 | inc. | \$89,500 | B | 13% |
| 300SE cabriolet | 62–67 | 3,127 | \$103,500 | B | -11% |
| 600 limousine | 63–81 | 2,677 | \$261,500 | B | 5% |
| 250SE coupe | 66–68 | 6,213 | \$29,000 | C | -Adj. |
| 250SE cabriolet | 66–68 | inc. | \$76,500 | B | -8% |
| 300SEL 6.3 | 67–72 | 6,525 | \$56,000 | B | n/c |
| 280SE coupe (high grille) | 68–69 | 3,797 | \$36,000 | C | -Adj. |
| 280SE coupe (low grille) | 70–71 | inc. | \$56,000 | C | n/c |
| 280SE cabriolet (high grille) | 68–69 | 1,390 | \$120,000 | B | 15% |
| 280SE cabriolet (low grille) | 70–71 | inc. | \$181,500 | B | n/c |
| 280SE 3.5 coupe | 70–71 | 3,270 | \$81,500 | B | 3% |

(Add \$3,000 for factory sunroof. Air conditioning standard on 808 U.S. sales; deduct \$5,000 for no a/c.)

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| 280SE 3.5 cabriolet | 70–71 | 1,232 | \$297,000 | B | 6% |
| <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 | \$40,000 | D | 7% |
| 560SEC | 86–91 | 28,929 | \$28,000 | C | 8% |
| 560SEC AMG 6.0 Wide Body | 86–91 | n/a | \$230,500 | B | 19% |
| 190E Cosworth 2.3-16 | 86–87 | 1,953 | \$22,500 | D | -19% |
| 190E Cosworth 2.5-16 | 88–89 | 5,743 | \$28,000 | D | n/c |
| 190E Cosworth 2.5-16 Evolution II | 90 | 502 | \$258,500 | B | +Adj. |
| 500E sedan | 92–93 | 1,131 | \$54,500 | C | -Adj. |
| 300CE cabriolet | 93 | 766 | \$15,500 | C | n/c |
| E500 sedan | 94 | 374 | \$53,500 | C | +Adj. |
| <i>(500E and E500 production numbers are for U.S. sales.)</i> | | | | | |
| E320 cabriolet | 94–95 | 5374 | \$12,500 | C | +Adj. |
| C36 AMG sedan | 95–97 | n/a | \$7,500 | F | n/c |
| C43 AMG sedan | 99–00 | 1,500 | \$14,000 | C | +Adj. |
| MG | | | | | |
| NA Magnette roadster | 34–36 | 738 | \$44,000 | B | n/c |
| PA Midget roadster | 34–35 | 1,973 | \$53,000 | C | n/c |
| PB Midget roadster | 34–36 | 526 | \$42,500 | C | n/c |
| NB Magnette roadster | 35–36 | 98 | \$88,000 | B | n/c |
| SA tourer | 36–39 | 696 | \$116,000 | A | n/c |
| TA tourer | 36–39 | 3,003 | \$35,000 | B | 14% |
| <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 | \$90,500 | B | +Adj. |
| TB roadster | 39 | 379 | \$33,000 | B | n/c |
| TC | 45–49 | 10,000 | \$28,000 | B | -9% |
| TD | 49–53 | 29,664 | \$17,000 | C | -3% |
| TF 1250 | 53–54 | 6,200 | \$27,500 | C | 14% |
| TF 1500 | 55 | 3,400 | \$20,500 | B | -15% |
| A 1500 roadster | 55–59 | 58,750 | \$21,500 | B | 1% |
| A 1500 coupe | 55–59 | inc. | \$20,000 | C | n/c |
| A Twin-Cam roadster | 58–60 | 2,111 | \$65,500 | A | +Adj. |
| A Twin-Cam coupe | 58–60 | inc. | \$51,500 | B | n/c |
| A 1600 roadster | 59–61 | 31,501 | \$25,000 | B | -5% |
| A 1600 coupe | 59–61 | inc. | \$21,500 | C | -1% |
| A DeLuxe roadster | 60–61 | 82 | \$61,000 | A | n/c |
| A 1600 Mk II roadster | 61–62 | 8,719 | \$23,500 | B | -18% |
| A 1600 Mk II coupe | 61–62 | inc. | \$24,000 | C | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| A Mk II DeLuxe roadster | 61–62 | 313 | \$32,500 | A | -2% |
| B Mk I convertible | 62–67 | 387,675 | \$12,000 | B | -Adj. |
| B (chrome bumper) | 68–74 | inc. | \$12,000 | B | +Adj. |
| 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 | \$8,000 | B | -Adj. |
| B-GT | 68–74 | inc. | \$9,500 | C | 5% |
| B-GT V8 | 73–76 | 2,591 | \$30,500 | B | -Adj. |
| C convertible | 67–69 | 4,552 | \$21,000 | B | -11% |
| C-GT | 67–69 | 4,457 | \$25,000 | B | 6% |
| <i>(Deduct \$1,000 for automatic.)</i> | | | | | |
| Midget | 61–64 | 16,080 | \$9,500 | D | n/c |
| Midget | 64–66 | 22,601 | \$16,500 | D | n/c |
| Midget | 66–74 | 99,896 | \$7,500 | D | -4% |
| <i>(1967 model is the highest-valued, at up to \$1,000 more.)</i> | | | | | |
| Midget | 74–79 | 73,899 | \$7,000 | D | 10% |
| MONTEVERDI | | | | | |
| High Speed 375 coupe | 67–76 | n/a | \$395,000 | B | n/c |
| <i>(Frua and Fissore each created bodies, with earlier Frua models generally given a higher value.)</i> | | | | | |
| MORETTI | | | | | |
| GS Bialbero (750-cc) | 54–56 | 96 | \$177,500 | B | n/c |
| Barchetta Bialbero (750-cc) | 63–69 | n/a | \$350,000 | B | n/c |
| <i>(Spare engines are nonexistent. Cars w/o engines have marginal value at best. Add 25% for documented, significant history.)</i> | | | | | |
| MORGAN | | | | | |
| Flat-radiator models | 45–53 | 750* | \$36,500 | B | 19% |
| Plus 4 (Triumph powered) | 54–68 | 3,390 | \$29,000 | B | -10% |
| 4/4 (Ford powered) | 54–90 | n/a | \$24,000 | B | -9% |
| <i>(Prices are for 4-seat models. For 2-seat and DHC models, add \$4,000. For SS, add \$4,000.)</i> | | | | | |
| SS | 60–69 | 102 | \$103,500 | A | n/c |
| <i>(Factory-built only, matching numbers.)</i> | | | | | |
| Plus 8 | 68–90 | 2,500 | \$31,000 | C | -17% |
| NASH-HEALEY | | | | | |
| Roadster (Healey) | 51 | 105 | \$114,000 | B | n/c |
| Roadster (Pinin Farina) | 52–53 | 252 | \$121,000 | B | 19% |
| Le Mans coupe | 53–54 | 150 | \$85,500 | C | 5% |
| NISSAN | | | | | |
| 300ZX | 84–89 | 219,076 | \$7,500 | D | 10% |
| 300ZX Turbo | 84–89 | 44,966 | \$22,000 | D | n/c |
| 300ZX Twin Turbo | 89–90 | 6,896 | \$31,000 | D | n/c |
| 300ZX Twin Turbo | 91–93 | 9,187 | \$23,000 | D | n/c |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| 300ZX Twin Turbo (Deduct \$1,000 for 2+2 body style.) | 94–96 | 2,191 | \$53,000 | D | n/c |
| Skyline GTR R32 | 89–94 | 40,430 | \$42,000 | B | 14% |
| Skyline GTR R33 | 95–98 | 16,520 | \$50,500 | C | n/c |
| OPEL | | | | | |
| GT | 69–73 | n/a | \$18,000 | D | +Adj. |
| OSCA | | | | | |
| 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 (1600 GT price is for Zagato or Touring Berlinetta. Deduct \$100k for Fissore or Boneschi body.) | 60–65 | 128 | \$454,000 | B | n/c |
| PEGASO | | | | | |
| 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 |
| 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 | \$286,000 | A | +Adj. |
| PORSCHE | | | | | |
| 356 | | | | | |
| 356 coupe "pre-A" (Two-piece windshield until April '52. One-piece bent windshield until Oct. '55. Standard one-piece curved from then on.) | 50–55 | 7,627 | \$543,500 | B | n/c |
| 356 cabriolet | 50–55 | 1,685 | \$235,500 | B | -12% |
| 356 Speedster | 54–55 | 1,233 | \$258,500 | B | n/c |
| 356A coupe | 56–59 | 13,010 | \$126,000 | B | -4% |
| 356A cabriolet | 56–59 | 3,367 | \$171,500 | B | -16% |
| 356A Speedster | 56–58 | 2,911 | \$315,500 | B | -7% |
| 356A convertible D (For 356 and 356A, add \$5,000 for Super engine.) | 59 | 1,330 | \$269,000 | B | +Adj. |
| 356A Carrera GS coupe (This is total production for all GS and GT cars. Numbers below included.) | 56–59 | 541 | \$420,500 | A | -1% |
| 356A Carrera GS cabriolet | 56–59 | 140 | \$430,000 | A | n/c |
| 356A Carrera Speedster | 56–59 | 75 | \$920,500 | A | n/c |
| 356A Carrera GT coupe | 56–59 | n/a | \$490,000 | A | n/c |
| 356A Carrera GT Speedster (There were 7 pushrod GT Speedsters built.) | 56–59 | 72 | \$1,380,000 | A | n/c |
| 356B coupe (T-5 body) | 60–61 | 8,556 | \$92,500 | C | n/c |
| 365B cabriolet (T-5) | 60–61 | 3,091 | \$125,000 | B | -16% |
| 356B roadster (T-5) | 60–61 | 2,649 | \$178,500 | B | 4% |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|------------|------------------|------------------|--------------------|
| 356B Notchback (T-5) | 60–61 | 1,048 | \$35,000 | D | n/c |
| <i>(Spotter's Note: T-5 body has gas filler cap inside trunk; T-6 has external gas filler cap.)</i> | | | | | |
| <i>(For 356B, add \$5,000 for Super engine; \$7,000 for Super 90.)</i> | | | | | |
| 356B coupe (T-6) | 62–63 | 6,289 | \$70,500 | C | -1% |
| 356B cabriolet (T-6) | 62–63 | 3,096 | \$154,000 | B | -Adj. |
| 356B "twin-grille" roadster (T-6) | 62 | 248 | \$415,000 | B | n/c |
| 356B Notchback (T-6) | 62 | 697 | \$39,500 | D | n/c |
| Carrera 2 GS | 62–65 | 360 | \$569,500 | A | n/c |
| Carrera 2 cabriolet | 62–64 | 88 | \$1,000,500 | A | -11% |
| 356C coupe | 63–65 | 13,507 | \$83,500 | B | 9% |
| 356C cabriolet | 63–65 | 3,174 | \$157,000 | B | 9% |
| 356 coupe SC | 63–65 | inc. coupe | \$108,000 | B | 11% |
| 356 cabriolet SC | 63–65 | inc. cab | \$145,500 | B | -Adj. |
| <i>(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.)</i> | | | | | |
| 901: Small Bumper, Short Wheelbase | | | | | |
| 901 2.0 coupe pre-production | 63 | 13 | \$1,400,000 | A | n/c |
| 901 2.0 coupe | 64 | 82 | \$340,500 | B | +Adj. |
| 911: Small Bumper, Short Wheelbase | | | | | |
| 911 2.0 coupe | 64–65 | 5,097 | \$177,000 | B | -7% |
| 911 2.0 coupe | 66–67 | 4,637 | \$137,500 | B | -13% |
| 911 2.0 Targa | 66–68 | 1,427 | \$70,000 | B | -Adj. |
| 911S 2.0 coupe | 67–68 | 4,689 | \$195,000 | A | -10% |
| 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 | n/c |
| 911L 2.0 Targa | 68 | 307 | \$84,000 | B | n/c |
| 911: Small Bumper, Long Wheelbase | | | | | |
| 911T 2.2 coupe | 69–71 | 13,019 | \$79,000 | B | 9% |
| 911T 2.2 Targa | 69–71 | 7,303 | \$55,500 | B | -8% |
| 911E 2.2 coupe | 69–71 | 5,027 | \$89,500 | B | n/c |
| 911E 2.2 Targa | 69–71 | 935 | \$78,500 | B | -11% |
| 911S 2.2 coupe | 69–71 | 4,666 | \$132,000 | A | -6% |
| 911S 2.2 Targa | 69–71 | 2,131 | \$152,500 | A | 4% |
| <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 | \$87,500 | B | 7% |
| 911T 2.4 Targa | 72–73 | 7,968 | \$115,000 | B | -1% |
| <i>(Add \$2,000 for 1973.5 911T w/ CIS injection.)</i> | | | | | |
| 911E 2.4 coupe | 72–73 | 2,490 | \$79,500 | B | -Adj. |
| 911E 2.4 Targa | 72–73 | 1,916 | \$81,000 | B | -3% |
| 911S 2.4 coupe | 72–73 | 3,180 | \$171,000 | A | 7% |
| 911S 2.4 Targa | 72–73 | 1,914 | \$167,500 | A | n/c |
| <i>(Add \$1,000 for sunroof. Deduct \$1,000 for 4-sp automatic.)</i> | | | | | |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| Carrera RSL "Touring" | 73 | 1,360 | \$534,000 | A | -8% |
| Carrera RS "Lightweight" | 73 | 200 | \$1,352,500 | A | n/c |
| 911: Federalized Bumper | | | | | |
| Carrera 2.7 Euro coupe | 74-75 | 16,977 | \$154,000 | B | n/c |
| 911S 2.7 coupe | 74-77 | 17,124 | \$40,500 | D | 2% |
| 911S 2.7 Targa | 74-77 | inc. | \$71,500 | D | +Adj. |
| Carrera 2.7 coupe (U.S.) | 74-77 | 3,353 | \$62,500 | C | n/c |
| Carrera 2.7 Targa (U.S.) | 74-77 | inc. | \$64,000 | C | -Adj. |
| Carrera 3.0 coupe (Euro) | 76-77 | 3,691 | \$70,000 | C | n/c |
| Carrera 3.0 Targa (Euro) | 76-77 | inc. | \$51,000 | C | -6% |
| 911SC: Federalized Bumper, Wide Body | | | | | |
| 911SC coupe | 78-83 | 35,607 | \$45,500 | B | -8% |
| 911SC Targa | 78-83 | 27,678 | \$39,000 | B | 12% |
| 911 "Weissach" Edition | 80 | 408 | \$56,000 | B | n/c |
| 911 Ferry Porsche Edition | 82 | 200 | \$37,500 | B | n/c |
| 911SC cabriolet | 83 | 4,187 | \$39,000 | B | -12% |
| 930 Turbo | | | | | |
| 930 Turbo 3.0 coupe | 75 | 284 | \$285,500 | B | n/c |
| 930 Turbo 3.0 coupe | 76-77 | 2,596 | \$123,000 | B | n/c |
| 930 Turbo 3.3 coupe | 78-85 | 10,004 | \$110,000 | B | 3% |
| <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> | | | | | |
| Carrera and Speedster | | | | | |
| Carrera | 84-86 | 36,834 | \$77,000 | C | +Adj. |
| Carrera Targa | 84-86 | 19,502 | \$45,000 | C | 18% |
| Carrera cabriolet | 84-86 | 22,283 | \$36,500 | C | -2% |
| Carrera | 87-89 | inc. | \$63,500 | C | n/c |
| Carrera Targa | 87-89 | inc. | \$40,000 | C | n/c |
| Carrera cabriolet | 87-89 | inc. | \$42,000 | C | 4% |
| <i>(Add \$5k for factory wide-body appearance group.)</i> | | | | | |
| 911 Turbo 3.3 coupe | 86-89 | 4,363 | \$103,000 | C | 1% |
| 911 Turbo 3.3 cabriolet | 87-89 | 2,002 | \$140,000 | C | +Adj. |
| 911 Turbo 3.3 slantnose | 87-89 | 675 | \$193,000 | C | 4% |
| 911 Turbo 3.3 Targa | 87-89 | 657 | \$102,500 | C | n/c |
| <i>(Add 15% for '89 Turbo with 5-sp.)</i> | | | | | |
| Carrera Club Sport | 88 | 340 | \$131,500 | C | n/c |
| Speedster | 89 | 2,065 | \$154,000 | C | -1% |
| 964 | | | | | |
| Carrera 2 | 90-94 | n/a | \$73,000 | C | -8% |
| Carrera 2 Targa | 90-94 | n/a | \$68,000 | C | n/c |
| Carrera 2 cabriolet | 90-91 | n/a | \$38,500 | C | n/c |
| Carrera 4 | 89-94 | n/a | \$103,500 | C | 16% |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| Carrera 4 Targa | 90-94 | n/a | \$87,000 | C | n/c |
| Carrera 4 cabriolet | 90-91 | n/a | \$37,000 | C | -Adj. |
| C2 Turbo coupe (Add 20% for 1992 380-hp S models, 80 built.) | 91-93 | 5,125 | \$209,500 | C | 13% |
| Carrera RS | 92 | 1,989 | \$266,000 | B | 3% |
| America roadster | 92-93 | 52 | \$105,500 | B | +Adj. |
| RS America | 93-94 | 701 | \$132,000 | B | -10% |
| Carrera 2 Speedster | 93-94 | 925 | \$151,000 | B | -16% |
| Carrera RSR 3.8 | 93 | 44 | \$1,132,500 | A | n/c |
| 993 | | | | | |
| Carrera | 95-97 | 46,919 | \$70,500 | C | +Adj. |
| Carrera 4 | 95-96 | inc. | \$56,000 | C | n/c |
| Carrera cabriolet | 95-98 | inc. | \$48,500 | C | 2% |
| Carrera 4 cabriolet | 95-98 | inc. | \$78,000 | C | -5% |
| Carrera Targa | 96-98 | inc. | \$42,500 | C | -18% |
| Carrera 4S | 96-98 | inc. | \$104,000 | C | -6% |
| Carrera S | 97-98 | inc. | \$218,500 | C | 6% |
| Carrera RS | 95 | 1,067 | \$328,000 | B | n/c |
| Twin Turbo | 96-97 | n/a | \$145,500 | B | n/c |
| Turbo S | 97 | 180 | \$357,000 | B | n/c |
| GT2 | 95-98 | 194 | \$767,000 | A | n/c |
| 996 | | | | | |
| Carrera | 99-04 | n/a | \$21,500 | C | 2% |
| Carrera 4 | 99-04 | n/a | \$21,500 | C | 1% |
| Carrera cabriolet | 99-04 | n/a | \$17,500 | C | -1% |
| Carrera 4 cabriolet | 99-04 | n/a | \$20,000 | C | -6% |
| Carrera Turbo | 01-04 | n/a | \$50,500 | B | 1% |
| Carrera Targa | 02-04 | n/a | \$18,000 | C | -Adj. |
| GT3 | 99-05 | n/a | \$140,000 | B | 13% |
| GT2 | 02-04 | n/a | \$111,500 | B | -8% |
| 997 | | | | | |
| GT3 | 06-12 | 4,578 | \$92,000 | C | n/c |
| GT3 RS | 06-12 | 2,606 | \$182,000 | B | n/c |
| GT3 RS 4.0 | 10 | 600 | \$582,500 | B | n/c |
| GT2 | 07-09 | 1,242 | \$211,000 | B | 13% |
| GT2 RS | 10-11 | 500 | \$417,500 | B | -4% |
| Speedster | 10 | 356 | \$327,500 | B | 6% |
| 991 | | | | | |
| GT3 | 13- | n/a | \$176,000 | C | n/c |
| GT3 RS | 16- | n/a | \$212,500 | B | n/c |
| 911R | 16 | 991 | \$310,500 | B | -1% |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|-----------|------------------|------------------|--------------------|
| 912 | | | | | |
| 912 coupe (1.6-L) (Add \$500 for Targa, \$2,500 for soft-window Targa.) | 66–69 | 29,212 | \$50,500 | C | -2% |
| 912E coupe (2.0-L) | 76 | 2,099 | \$34,000 | D | n/c |
| 914 | | | | | |
| 914/4 (1.7-L) | 70–73 | 114,479 | \$15,500 | C | -12% |
| 914/6 | 70–72 | 3,351 | \$123,000 | B | +Adj. |
| 914/6 GT | 71 | 16 | \$995,000 | A | n/c |
| 914 R | 72 | 4 | \$120,000 | A | n/c |
| 916 (2.7 RS spec engine) | 72 | 20 | \$1,005,000 | A | -5% |
| 914S (aka 914/8) ¹ (¹ Custom built for Porsche family members.) | 72 | 2 | \$175,000 | A | n/c |
| 914/4 (2.0L) | 73–76 | inc. abv. | \$21,500 | B | 9% |
| 914/4 (1.8L) | 74–76 | inc. abv. | \$15,500 | C | +Adj. |
| 924 | | | | | |
| 924 | 77–82 | 122,304 | \$5,000 | F | 6% |
| 924 Turbo | 78–83 | 12,356 | \$24,000 | D | n/c |
| 924 Carrera GT | 81 | 406 | \$102,500 | C | n/c |
| 924 S | 87–88 | n/a | \$13,000 | D | +Adj. |
| 928 | | | | | |
| 928 | 78–82 | n/a | \$19,500 | D | 3% |
| 928 S | 83–86 | n/a | \$15,500 | D | 15% |
| 928 S4 (Add 30% for 928 GT.) | 87–92 | n/a | \$26,000 | D | 3% |
| 928 GTS | 93–95 | n/a | \$73,000 | D | -9% |
| 944 | | | | | |
| 944 coupe | 83–85 | n/a | \$8,500 | F | -17% |
| 944 coupe | 86–87 | n/a | \$12,000 | F | 5% |
| 944 coupe (Add \$750 for "S"; \$2,000 for Turbo; \$2,500 for "S" Turbo.) | 88–89 | n/a | \$35,000 | D | +Adj. |
| 944 S2 coupe | 89–91 | n/a | \$27,500 | D | -19% |
| 944 S2 cabriolet | 90–91 | n/a | \$25,000 | D | n/c |
| 968 coupe | 92–93 | n/a | \$41,500 | D | 3% |
| 968 Club Sport coupe | 92–93 | n/a | \$29,000 | C | -17% |
| 968 cabriolet | 92–93 | n/a | \$23,500 | D | +Adj. |
| Boxster | | | | | |
| Boxster | 97–04 | n/a | \$9,500 | C | -2% |
| Boxster S | 00–04 | n/a | \$10,500 | C | -8% |
| Carrera GT | | | | | |
| Carrera GT | 04–05 | 1,270 | \$775,000 | B | n/c |
| 918 Spyder | 13–15 | 918 | \$1,407,500 | B | -1% |
| 918 Weissach Spyder | 13–15 | inc. | \$1,512,000 | B | n/c |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| 959 | | | | | |
| 959 "Komfort" | 86–88 | 200* | \$1,025,000 | A | 2% |
| <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> | | | | | |
| Competition Cars | | | | | |
| <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 | \$3,466,500 | A | -12% |
| 550A | 56–57 | 39 | \$3,781,000 | A | -13% |
| <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 | \$2,232,500 | A | -Adj. |
| 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 | \$1,450,000 | A | -Adj. |
| <i>(Production includes 104 4-cylinder 904s, 12 6-cylinder 904s, 6 8-cylinder 904s.)</i> | | | | | |
| 906 Carrera 6 | 66 | 65 | \$1,898,500 | 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 |
| 917 10/20/30 | 72–73 | inc. | \$3,000,000 | A | n/c |
| <i>(Add 25% for cars with verifiable Gulf history.)</i> | | | | | |
| Carrera 3.0 RSR | 73–74 | 60 | \$1,697,000 | A | n/c |
| <i>(15 3.0 RSRs were built in 1973 for IROC.)</i> | | | | | |
| Carrera 2.8 RSR | 73 | 43 | \$935,000 | A | n/c |
| RENAULT | | | | | |
| Dauphine | 57–66 | n/a | \$22,500 | D | +Adj. |
| Caravelle | 60–66 | n/a | \$8,500 | D | -Adj. |
| Gordini | 61–62 | n/a | \$25,500 | C | n/c |
| R5 Turbo/Turbo 2 | 80–85 | 3,576 | \$86,000 | B | -6% |
| <i>(Group 4/B cars can command a significant premium over street cars, up to 200%.)</i> | | | | | |
| ROLLS-ROYCE | | | | | |
| <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 | \$484,000 | A | +Adj. |
| 40/50HP Silver Ghost (Springfield) | 21–26 | 1,703 | \$215,500 | A | 8% |
| Phantom I (British) | 25–29 | 2,258 | \$209,000 | A | n/c |
| Phantom I (Springfield) | 26–31 | 1,241 | \$160,000 | A | 2% |
| Phantom II, open or closed | 29–35 | 1,681 | \$107,500 | A | 10% |
| Phantom II Continental, open or closed | 31–35 | inc. | \$190,500 | A | -6% |
| Phantom III, closed | 36–39 | 719 | \$126,000 | C | -12% |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| Phantom III, open | 36–39 | inc. | \$494,500 | B | n/c |
| Twenty, closed | 22–29 | 2,940 | \$27,500 | C | -15% |
| Twenty, open | 22–29 | inc. | \$57,500 | C | 11% |
| 20/25HP, closed | 29–36 | 3,827 | \$39,000 | D | -7% |
| 20/25HP, open | 29–36 | inc. | \$109,500 | C | +Adj. |
| 25/30HP, closed | 36–38 | 1,201 | \$51,500 | D | n/c |
| 25/30HP, open | 36–38 | inc. | \$69,500 | C | -Adj. |
| Wraith, open or closed | 38–39 | 491 | \$145,500 | C | n/c |
| <i>(LHD cars will likely bring a 25% premium in the U.S. Add up to 50% for low, documented odometer reading.)</i> | | | | | |
| Silver Wraith (SWB) | 46–58 | 1,244 | \$52,000 | C | n/c |
| Silver Wraith (LWB) | 46–58 | 639 | \$82,500 | C | n/c |
| Silver Wraith "S" (4.9L & power steering) | 56–59 | inc. | \$186,500 | C | n/c |
| Phantom IV | 50–56 | 18 | \$1,041,000 | A | n/c |
| Silver Dawn standard steel saloon | 49–55 | 761 | \$31,500 | C | -1% |
| Silver Dawn coachbuilt | 49–55 | inc. | \$411,000 | B | n/c |
| Silver Cloud I standard steel saloon | 55–59 | 2,238 | \$32,500 | C | 1% |
| 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. | \$280,000 | B | n/c |
| Silver Cloud II standard steel saloon | 59–62 | 2,418 | \$29,500 | C | -Adj. |
| Silver Cloud II standard steel saloon (LWB) | 59–62 | inc. | \$43,000 | C | -Adj. |
| Silver Cloud II coachbuilt, open or closed (LHD) | 59–62 | 299 | \$325,000 | B | n/c |
| Phantom V, James Young | 59–68 | 832 | \$122,500 | A | -2% |
| Phantom V, Park Ward | 60–62 | inc. | \$53,000 | A | n/c |
| 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 | \$83,500 | C | -Adj. |
| Silver Cloud III coachbuilt, open or closed (LHD) | 62–65 | *50 | \$293,000 | B | +Adj. |
| <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 | \$14,000 | D | +Adj. |
| Silver Shadow convertible | 65–76 | inc. | \$97,500 | C | n/c |
| Phantom VI | 68–90 | 374 | \$154,000 | A | n/c |
| Corniche coupe | 71–87 | n/a | \$29,500 | C | -2% |
| Corniche convertible | 71–87 | n/a | \$40,500 | C | n/c |
| Silver Shadow II | 77–81 | 8,980 | \$14,000 | D | -5% |
| <i>(Silver Shadow II production number includes Bentley T2.)</i> | | | | | |
| Silver Wraith II | 77–81 | 2,154 | \$9,500 | D | -19% |
| Silver Spirit | 80–89 | n/a | \$15,500 | D | -15% |
| Silver Spur | 80–89 | n/a | \$13,000 | D | 7% |
| Camargue | 81–87 | n/a | \$64,000 | D | -Adj. |
| Corniche II | 86–89 | 1,226 | \$53,000 | D | 3% |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|-------------------|-------|--------|------------------|------------------|--------------------|
| Corniche III | 90–91 | 425 | \$70,000 | C | n/c |
| Silver Spirit II | 91–92 | 1,152 | \$25,000 | D | n/c |
| Silver Spur II | 91–93 | 1,658 | \$21,500 | D | 4% |
| Corniche IV | 92–95 | 219 | \$121,000 | D | -Adj. |
| Silver Spirit III | 94–95 | n/a | \$21,000 | D | n/c |
| Silver Spur III | 94–95 | n/a | \$26,000 | D | 3% |
| Corniche S | 95 | 25 | \$84,500 | D | n/c |
| Flying Spur | 95 | n/a | \$35,000 | C | n/c |
| Silver Dawn | 95–98 | 237 | \$35,000 | D | -1% |
| Silver Spirit | 96–97 | 122 | \$25,000 | D | n/c |
| Silver Spur | 96–97 | n/a | \$35,000 | D | 1% |
| Silver Seraph | 98–01 | 1,570 | \$37,000 | D | n/c |
| Corniche V | 99–02 | 374 | \$137,500 | D | -8% |

SAAB

| | | | | | |
|-------------------------|-------|--------|-----------|---|-----|
| 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 | \$18,500 | C | 14% |
| Sonett III | 70–74 | 8,351 | \$11,000 | C | n/c |
| 99 Turbo | 77–81 | n/a | \$10,000 | C | n/c |

(Add 25% for 1977 test car; add 15% for '79–81 and all non-U.S. models with higher performance.)

SIATA

| | | | | | |
|---|-------|-----|-------------|---|-----|
| 300BC | 49–52 | 70 | \$175,000 | 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> | | | | | |
| 208 coupe (Farina & Balbo) | 52–55 | 25* | \$605,000 | B | n/c |
| 208S America roadster | 52–55 | 36* | \$1,509,500 | A | n/c |

(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.)

| | | | | | |
|--------|-------|-----|---------|---|-------|
| Spring | 67–70 | n/a | \$6,500 | C | -Adj. |
|--------|-------|-----|---------|---|-------|

STANGUPELLINI

| | | | | | |
|---|-------|-----|-----------|---|-----|
| 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 |

(A growing vintage FJ scene in Europe has begun to drive prices up, especially for cars with significant history.)

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|---------|------------------|------------------|--------------------|
| SUNBEAM | | | | | |
| Alpine roadster (early style) | 53–55 | 3,000 | \$71,000 | C | n/c |
| Alpine roadster | 60–67 | 69,251 | \$13,500 | D | 1% |
| Tiger Mk I/IA (260-ci) | 64–67 | 6,498 | \$71,500 | B | 7% |
| Tiger Mk II (289-ci) | 67 | 536 | \$148,500 | B | n/c |
| TALBOT-LAGO | | | | | |
| 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 Fignon cabriolet | 36–39 | inc. | \$4,157,000 | A | n/c |
| T150C convertible | 34–39 | inc. | \$262,000 | A | n/c |
| T23 | 38–39 | n/a | \$232,500 | B | -18% |
| T26 Record sedan | 47–56 | 750** | \$72,000 | B | n/c |
| T26 Record cabriolet | 47–56 | inc. | \$180,500 | 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> | | | | | |
| TOYOTA | | | | | |
| 2000GT LHD DOHC | 67–70 | 75 | \$912,500 | A | +Adj. |
| 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 | \$7,500 | D | 3% |
| MR2 <i>(Add \$1,500 for Supercharger.)</i> | 88–89 | inc. | \$4,500 | D | n/c |
| MR2 <i>(Add \$2,000 for Turbo.)</i> | 91–95 | 19,082 | \$5,500 | D | 4% |
| 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 | \$7,500 | C | -9% |
| Supra (Mk III, A70) | 86–92 | 108,565 | \$11,500 | D | n/c |
| Supra Turbo (Mk III, A70) | 86–92 | inc. | \$17,000 | C | -15% |
| Supra (Mk IV, A80) | 93–98 | 11,475 | \$17,500 | C | n/c |
| Supra Turbo (Mk IV, A80) | 93–98 | inc. | \$68,000 | C | 18% |
| TRIUMPH | | | | | |
| 1800/2000 roadster | 46–49 | 4,501 | \$23,500 | C | n/c |
| TR2 | 53–54 | 8,636 | \$26,500 | B | 2% |
| TR3 (small mouth) | 55–57 | 13,378 | \$29,000 | B | -1% |
| TR3A (large mouth) | 57–61 | 58,236 | \$21,000 | B | -18% |
| Italia 2000 GT | 59–62 | 329 | \$85,000 | B | n/c |
| TR3B | 62–63 | 3,331 | \$29,500 | B | -3% |
| <i>(TR2/3 add \$1,000 for overdrive; \$1,000 for factory hard top. Deduct \$1,000 for disc wheels.)</i> | | | | | |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| TR4 | 61–64 | 40,253 | \$19,500 | C | -7% |
| TR4A | 64–68 | 28,465 | \$22,000 | C | -6% |
| <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 | n/c |
| TR5 (Europe only) | 67–68 | 2,947 | \$38,500 | B | n/c |
| TR6 (small bumpers) | 69–74 | 94,619 | \$14,500 | B | -8% |
| TR6 (rubber bumpers) | 75–76 | inc. | \$19,500 | B | 10% |
| <i>(Add \$1,000 for factory hard top; \$500 for a/c; \$500 for wire wheels.)</i> | | | | | |
| TR7 | 76–81 | 112,368 | \$8,000 | F | -1% |
| TR7 convertible | 79–80 | inc. | \$6,500 | D | 18% |
| <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. | \$22,500 | C | +Adj. |
| Stag | 70–77 | 25,877 | \$15,500 | C | n/c |
| Spitfire Mk I/II | 62–67 | 82,982 | \$10,500 | C | n/c |
| Spitfire Mk III | 68–70 | 65,320 | \$4,000 | C | -4% |
| Spitfire Mk IV | 70–74 | 70,021 | \$7,500 | D | +Adj. |
| Spitfire 1500 | 75–80 | 95,829 | \$5,000 | D | -5% |
| GT6 Mk I coupe | 67–68 | 15,818 | \$39,500 | C | n/c |
| GT6+ Mk II coupe | 69–70 | 12,066 | \$24,500 | C | 5% |
| GT6 Mk III coupe | 70–74 | 13,042 | \$13,000 | C | -Adj. |
| TVR | | | | | |
| 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 | \$3,000 | C | -Adj. |
| 280i | 84–87 | n/a | \$9,000 | C | n/c |
| VOISIN | | | | | |
| C3C/C3L | 21–27 | 1,940 | \$61,000 | A | n/c |
| C5 | 23–27 | 500 | \$300,000 | A | n/c |
| C11 | 26–28 | 2,180 | \$137,000 | B | -Adj. |
| 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 | \$310,000 | C | n/c |
| C25/C28 | 34–37 | 89 | \$725,500 | A | n/c |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|----------------|------------------|------------------|--------------------|
| VOLKSWAGEN | | | | | |
| Beetle (split window) | 46–52 | 374,925 | \$47,500 | B | n/c |
| Beetle convertible | 49–52 | 11,760 (inc.) | \$33,000 | B | n/c |
| Beetle (oval window) | 53–57 | 632,201 | \$24,000 | C | -1% |
| Beetle convertible | 53–57 | 30,421 (inc.) | \$33,000 | C | n/c |
| Beetle | 58–67 | 8,058,715 | \$15,000 | C | -7% |
| Beetle convertible | 58–67 | 103,717 (inc.) | \$17,000 | B | 19% |
| Beetle | 68–77 | 9,516,069 | \$9,500 | C | 10% |
| Beetle convertible | 68–79 | 185,949 (inc.) | \$12,000 | C | 8% |
| Super Beetle | 71–74 | inc. | \$10,500 | C | 13% |
| Transporter bus | 50–67 | 1,950,542 | \$42,500 | C | 1% |
| Samba Transporter bus | 50–67 | 101,829 (inc.) | \$112,000 | B | n/c |
| Westfalia Camper | 50–67 | inc. | \$42,000 | B | -17% |
| Pickup Transporter bus | 50–67 | 381,975 (inc.) | \$45,000 | C | 1% |
| Transporter bus | 68–71 | 1,092,567 | \$20,500 | C | +Adj. |
| Westfalia Camper | 68–71 | inc. | \$27,500 | C | n/c |
| Pickup Transporter bus | 68–71 | 64,043 (inc.) | \$40,500 | C | +Adj. |
| Transporter bus | 72–79 | 1,880,711 | \$22,000 | C | +Adj. |
| Westfalia Camper | 72–79 | inc. | \$26,500 | C | n/c |
| Karmann Ghia coupe | 55–67 | 323,096 | \$17,500 | C | -Adj. |
| Karmann Ghia convertible | 57–67 | inc. | \$18,500 | C | n/c |
| Karmann Ghia coupe | 68–74 | 162,887 | \$14,500 | C | +Adj. |
| Karmann Ghia convertible | 68–74 | inc. | \$18,500 | C | +Adj. |
| Thing | 73–74 | 25,000* | \$21,000 | C | 2% |
| <i>(RoW Thing production ran from 1969 to '80 totaling 90,785.)</i> | | | | | |
| VOLVO | | | | | |
| PV444 | 43–58 | 196,004 | \$19,500 | C | -Adj. |
| PV544 | 58–65 | 243,996 | \$11,500 | C | -Adj. |
| 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 | \$31,500 | C | 3% |
| 1800E | 70–72 | 9,414 | \$17,000 | C | -1% |
| 1800ES | 72–73 | 8,078 | \$18,000 | C | -17% |
| <i>(Deduct 15% for automatic. Add 10% for factory a/c.)</i> | | | | | |

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Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------------|------------------|------------------|--------------------|
| AMC | | | | | |
| Marlin (Rambler) | 65 | 10,327 | \$10,500 | C | n/c |
| Marlin | 66 | 4,547 | \$11,000 | C | n/c |
| Marlin | 67 | 2,545 | \$11,500 | C | n/c |
| AMX | 68 | 6,725 | \$28,500 | B | 5% |
| Javelin SST | 68 | 26,027 | \$21,000 | C | n/c |
| SC/Rambler | 69 | 1,512 | \$44,000 | 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 | \$59,500 | C | 15% |
| AMX | 70 | 4,116 | \$33,500 | B | 5% |
| Javelin SST | 70 | 19,714 | \$29,000 | C | n/c |
| Javelin "Mark Donohue" | 70 | 2,501 (inc.) | \$45,500 | C | n/c |
| 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 | \$16,000 | C | -6% |
| Javelin AMX | 73 | 5,707 | \$24,000 | C | +Adj. |
| Javelin AMX | 74 | 4,980 | \$21,500 | C | 19% |
| <i>(For 1971–74, add 25% for 401 engine.)</i> | | | | | |
| APOLLO | | | | | |
| 3500 GT coupe | 62–63 | 76 | \$188,000 | C | +Adj. |
| 5000 GT coupe | 64–65 | inc. | \$201,000 | C | +Adj. |
| GT Spider | 63–65 | 11 | \$506,000 | B | +Adj. |
| AUBURN | | | | | |
| Custom/Standard Eight Boattail Speedster | 31–34 | 56,000* | \$245,000 | B | n/c |
| Custom/Standard Eight phaeton | 31–34 | inc. | \$86,000 | C | -13% |
| Custom/Standard Eight cabriolet | 31–34 | inc. | \$84,000 | B | -10% |
| Custom/Standard Eight sedan | 31–34 | inc. | \$34,000 | C | n/c |
| Custom/Standard Eight coupe | 31–34 | inc. | \$36,500 | C | n/c |
| Custom/Salon Twelve Boattail Speedster | 32–34 | 2,000* | \$311,000 | B | -Adj. |
| Custom/Salon Twelve phaeton | 32–34 | inc. | \$275,000 | B | 17% |
| 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* | \$756,500 | A | 1% |
| 851/852 Supercharged phaeton | 35–36 | inc. | \$101,000 | B | -10% |
| 851/852 Supercharged cabriolet | 35–36 | inc. | \$132,500 | B | +Adj. |
| 851/852 Supercharged sedan | 35–36 | inc. | \$55,000 | C | n/c |
| 851/852 Supercharged coupe | 35–36 | inc. | \$101,000 | C | +Adj. |



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Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|------------------------------------|-------|--------------|------------------|------------------|--------------------|
| BUICK | | | | | |
| Series 80, closed | 31–33 | 26,963 | \$40,500 | C | n/c |
| Series 80, open | 31–33 | 214 | \$192,500 | C | n/c |
| Series 80 Roadmaster, closed | 36–39 | 41,075 | \$30,500 | C | 19% |
| Series 80 Roadmaster, open | 36–39 | 2,768 | \$84,500 | C | n/c |
| Series 80 Limited, closed | 40 | 4,079 | \$29,500 | C | n/c |
| Series 80 Limited, open | 40 | 237 | \$77,000 | C | n/c |
| Series 90, closed | 31–35 | 39,979 | \$27,500 | C | n/c |
| Series 90, open | 31–35 | 3,342 | \$75,500 | C | -Adj. |
| Skylark convertible | 53 | 1,690 | \$82,500 | B | -9% |
| Skylark convertible | 54 | 836 | \$81,500 | B | -8% |
| Roadmaster convertible | 54 | 3,305 | \$83,500 | B | +Adj. |
| Roadmaster convertible | 55 | 4,739 | \$63,500 | B | +Adj. |
| Roadmaster convertible | 56 | 4,354 | \$60,500 | B | 3% |
| Roadmaster convertible | 57 | 4,363 | \$93,500 | B | 6% |
| Roadmaster convertible | 58 | 1,181 | \$59,500 | C | n/c |
| Riviera | 63 | 40,000 | \$19,500 | C | n/c |
| Riviera | 64 | 37,958 | \$25,500 | C | 1% |
| Riviera | 65 | 34,586 | \$25,500 | C | 1% |
| Riviera GS | 65 | 3,354 (inc.) | \$55,000 | B | n/c |
| Skylark GS 400 | 65 | n/a | \$27,500 | C | +Adj. |
| Skylark GS 400 convertible | 65 | n/a | \$30,500 | C | n/c |
| Riviera | 66 | 45,348 | \$11,500 | C | n/c |
| Skylark GS 400 | 66 | 11,769 | \$17,500 | C | n/c |
| Skylark GS 400 convertible | 66 | 2,047 | \$33,000 | C | n/c |
| Riviera | 67 | 42,799 | \$20,000 | C | -3% |
| Skylark GS 400 | 67 | 11,673 | \$22,500 | C | -Adj. |
| Skylark GS 400 convertible | 67 | 2,140 | \$38,000 | C | 4% |
| Riviera | 68 | 49,284 | \$17,500 | C | 7% |
| Skylark GS 400 | 68 | 10,743 | \$21,500 | C | n/c |
| Skylark GS 400 convertible | 68 | 2,454 | \$28,500 | C | -5% |
| Riviera | 69 | 52,872 | \$19,500 | C | -4% |
| Skylark GS 400 | 69 | 6,356 | \$23,500 | C | n/c |
| Skylark GS 400 convertible | 69 | 1,176 | \$44,000 | C | +Adj. |
| Skylark GS 400 Stage 1 | 69 | 1,256 | \$28,000 | B | n/c |
| Skylark GS 400 Stage 1 convertible | 69 | 212 | \$46,000 | B | -Adj. |
| Riviera | 70 | 37,336 | \$11,500 | C | n/c |
| Skylark GS 455 | 70 | 8,732 | \$24,000 | B | -12% |
| Skylark GS 455 convertible | 70 | 1,416 | \$55,000 | B | n/c |
| Skylark GS 455 Stage 1 | 70 | 8,732 | \$52,500 | B | n/c |
| Skylark GS 455 Stage 1 convertible | 70 | 1,416 | \$125,000 | B | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|------------------------------------|-------|------------|-----------|---------------|-----------------|
| | | | Median | | |
| Skylark GSX | 70 | 678 | \$78,000 | A | -Adj. |
| Skylark GSX Stage 1 | 70 | 400 (inc.) | \$154,000 | A | 19% |
| Riviera | 71 | 33,810 | \$22,500 | C | +Adj. |
| Skylark GS 455 | 71 | 8,268 | \$27,000 | B | n/c |
| Skylark GS 455 convertible | 71 | 902 | \$31,000 | B | n/c |
| Skylark GS 455 Stage 1 | 71 | 1,529 | \$36,000 | B | n/c |
| Skylark GS 455 Stage 1 convertible | 71 | 162 | \$60,500 | B | n/c |
| 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 | \$30,500 | B | n/c |
| Skylark GS 455 Stage 1 | 72 | inc. | \$36,500 | B | -4% |
| Skylark GS 455 Stage 1 convertible | 72 | inc. | \$58,000 | B | n/c |
| Riviera | 73 | 34,080 | \$22,000 | C | 12% |
| Grand National | 82 | 215 | \$28,500 | C | n/c |
| Grand National | 84 | 2,000 | \$17,000 | C | 4% |
| Grand National | 85 | 2,102 | \$20,500 | C | -5% |
| Grand National | 86 | 5,512 | \$32,000 | C | 14% |
| Grand National | 87 | 20,193 | \$31,500 | C | 1% |
| GNX | 87 | 547 | \$94,000 | A | n/c |

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

CADILLAC

| | | | | | |
|--------------------------------|-------|---------|-----------|---|-------|
| V8, closed | 24-29 | 124,223 | \$20,500 | C | -Adj. |
| V8, open | 24-29 | inc. | \$56,500 | C | -Adj. |
| V16, closed | 30-31 | 3,251 | \$107,500 | C | -Adj. |
| V16, open | 30-31 | inc. | \$802,500 | C | 9% |
| Madame X | 30-31 | inc. | \$168,000 | C | n/c |
| V8, closed | 30-35 | 38,830 | \$38,500 | C | +Adj. |
| V8, open | 30-35 | inc. | \$129,500 | C | +Adj. |
| V12, closed | 31-35 | 9,524 | \$46,000 | C | -17% |
| V12, open | 31-35 | inc. | \$157,500 | C | 10% |
| V16, closed | 32-35 | 850 | \$176,000 | C | n/c |
| V16, open | 32-35 | inc. | \$257,500 | C | -Adj. |
| V8 (Series 70, 72, 75), closed | 36-40 | 15,941 | \$22,000 | C | -14% |
| V8 (Series 70, 72, 75), open | 36-40 | inc. | \$83,000 | C | -12% |
| V12 (Series 80, 85), closed | 36-37 | 1,379 | \$50,500 | C | -4% |
| V12 (Series 80, 85), open | 36-37 | inc. | \$94,500 | C | -Adj. |
| V16 (Series 90), closed | 36-40 | 199 | \$74,000 | C | +Adj. |
| V16 (Series 90), open | 36-40 | inc. | \$200,000 | C | n/c |
| Series 60 Special | 38-42 | 3,704 | \$25,500 | C | -11% |
| Series 62 convertible | 40-42 | 5,903 | \$52,500 | C | 2% |
| Series 62 convertible | 46 | 1,342 | \$70,500 | C | n/c |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|--------|-----------|---------------|-----------------|
| | | | Median | | |
| Series 62 convertible | 47 | 6,755 | \$75,000 | C | +Adj. |
| Series 62 convertible | 48 | 5,450 | \$56,000 | C | n/c |
| Coupe DeVille | 49 | 2,150 | \$51,500 | C | +Adj. |
| Series 62 convertible | 49 | 8,000 | \$61,500 | C | n/c |
| Coupe DeVille | 50 | 4,507 | \$39,000 | C | n/c |
| Series 62 convertible | 50 | 6,986 | \$42,500 | C | -13% |
| Coupe DeVille | 51 | 10,241 | \$37,000 | C | n/c |
| Series 62 convertible | 51 | 6,117 | \$66,000 | C | n/c |
| Coupe DeVille | 52 | 11,165 | \$42,000 | C | n/c |
| Series 62 convertible | 52 | 6,400 | \$72,000 | C | 6% |
| Coupe DeVille | 53 | 14,550 | \$42,000 | C | n/c |
| Series 62 convertible | 53 | 8,367 | \$67,000 | C | 2% |
| Eldorado convertible | 53 | 532 | \$206,500 | B | n/c |
| Coupe DeVille | 54 | 17,170 | \$32,000 | C | n/c |
| Series 62 convertible | 54 | 6,310 | \$118,500 | C | +Adj. |
| Eldorado convertible | 54 | 2,150 | \$76,000 | B | -16% |
| Coupe DeVille | 55 | 33,300 | \$23,500 | C | -18% |
| Series 62 convertible | 55 | 8,150 | \$47,500 | C | n/c |
| Eldorado convertible | 55 | 3,950 | \$69,000 | B | -8% |
| Coupe DeVille | 56 | 25,086 | \$22,000 | C | -8% |
| Series 62 convertible | 56 | 8,300 | \$48,500 | C | +Adj. |
| Eldorado Seville | 56 | 3,900 | \$44,000 | C | n/c |
| Eldorado Biarritz convertible | 56 | 2,150 | \$64,000 | B | -Adj. |
| Coupe DeVille | 57 | 23,813 | \$25,000 | C | -1% |
| Series 62 convertible | 57 | 9,000 | \$44,000 | C | -Adj. |
| Eldorado Seville 2-dr hard top | 57 | 2,100 | \$53,000 | C | n/c |
| Eldorado Biarritz convertible | 57 | 1,800 | \$82,500 | B | -6% |
| Eldorado Brougham 4-dr hard top | 57 | 400 | \$95,500 | B | -5% |
| Coupe DeVille | 58 | 18,414 | \$21,500 | C | -11% |
| Series 62 convertible | 58 | 7,825 | \$60,500 | C | n/c |
| Eldorado Seville 2-dr hard top | 58 | 855 | \$35,500 | C | n/c |
| Eldorado Biarritz convertible | 58 | 815 | \$88,000 | B | -4% |
| Eldorado Brougham 4-dr hard top | 58 | 304 | \$104,500 | B | -5% |
| Coupe DeVille | 59 | 21,924 | \$27,500 | C | -4% |
| Series 62 convertible | 59 | 11,130 | \$74,000 | C | -14% |
| Eldorado Seville 2-dr hard top | 59 | 975 | \$58,000 | C | n/c |
| Eldorado Biarritz convertible | 59 | 1,320 | \$229,500 | B | -1% |
| Eldorado Brougham 4-dr hard top (Pininfarina) | 59 | 99 | \$82,500 | B | n/c |
| Coupe DeVille | 60 | 21,585 | \$25,500 | C | 15% |
| Series 62 convertible | 60 | 14,000 | \$77,500 | C | 8% |
| Eldorado Seville 2-dr hard top | 60 | 1,075 | \$38,000 | C | n/c |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| Eldorado Biarritz convertible | 60 | 1,285 | \$81,500 | C | -11% |
| Eldorado Brougham 4-dr hard top (Pininfarina) | 60 | 101 | \$60,500 | C | n/c |
| Coupe DeVille | 61 | 20,156 | \$18,500 | C | n/c |
| DeVille convertible | 61 | 15,500 | \$35,000 | C | n/c |
| Eldorado convertible | 61 | 1,450 | \$49,500 | C | n/c |
| Coupe DeVille | 62 | 25,675 | \$24,000 | C | +Adj. |
| DeVille convertible | 62 | 16,800 | \$32,500 | C | n/c |
| Eldorado convertible | 62 | 1,450 | \$55,500 | C | 5% |
| Coupe DeVille | 63 | 31,749 | \$17,500 | C | -10% |
| DeVille convertible | 63 | 17,600 | \$33,000 | C | +Adj. |
| Eldorado Biarritz convertible | 63 | 1,825 | \$41,500 | C | -14% |
| Coupe DeVille | 64 | 38,195 | \$20,500 | C | 17% |
| DeVille convertible | 64 | 17,900 | \$32,500 | C | -2% |
| Eldorado Biarritz convertible | 64 | 1,870 | \$48,000 | C | -18% |
| Coupe DeVille | 65 | 43,345 | \$16,500 | C | n/c |
| DeVille convertible | 65 | 19,200 | \$14,500 | C | -13% |
| Eldorado convertible | 65 | 2,125 | \$27,500 | C | 2% |
| Coupe DeVille | 66 | 50,580 | \$13,000 | C | n/c |
| DeVille convertible | 66 | 19,200 | \$16,000 | C | n/c |
| Eldorado convertible | 66 | 2,250 | \$25,500 | C | -17% |
| Coupe DeVille | 67 | 52,905 | \$14,000 | C | n/c |
| DeVille convertible | 67 | 18,200 | \$22,500 | C | 8% |
| Eldorado 2-dr hard top | 67 | 17,930 | \$20,000 | C | 10% |
| Coupe DeVille | 68 | 63,935 | \$8,500 | C | n/c |
| DeVille convertible | 68 | 18,025 | \$20,000 | C | +Adj. |
| Eldorado 2-dr hard top | 68 | 24,528 | \$9,500 | C | 7% |
| Coupe DeVille | 69 | 65,755 | \$8,500 | C | n/c |
| DeVille convertible | 69 | 16,445 | \$20,000 | C | +Adj. |
| Eldorado 2-dr hard top | 69 | 23,333 | \$10,000 | C | n/c |
| Coupe DeVille | 70 | 76,043 | \$11,000 | C | +Adj. |
| DeVille convertible | 70 | 15,172 | \$17,000 | C | 5% |
| Eldorado 2-dr hard top | 70 | 23,842 | \$16,500 | C | 4% |
| Eldorado coupe | 71 | 20,568 | \$6,000 | D | n/c |
| Eldorado convertible | 71 | 6,800 | \$17,500 | C | +Adj. |
| Eldorado coupe | 72 | 32,099 | \$7,500 | D | n/c |
| Eldorado convertible | 72 | 7,975 | \$9,000 | C | n/c |
| Eldorado coupe | 73 | 42,136 | \$7,500 | D | +Adj. |
| Eldorado convertible | 73 | 9,315 | \$12,500 | C | -19% |
| Eldorado Indy Pace/Festival Car convertible | 73 | 52 | \$15,500 | B | -16% |
| Eldorado coupe | 74 | 32,812 | \$7,500 | D | n/c |
| Eldorado convertible | 74 | 7,600 | \$13,000 | C | 2% |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|---------|----------|---------------|-----------------|
| | | | Median | | |
| Eldorado coupe | 75 | 35,802 | \$9,000 | D | 5% |
| Eldorado convertible | 75 | 8,950 | \$16,500 | C | 14% |
| Eldorado coupe | 76 | 35,184 | \$9,500 | D | -6% |
| Eldorado convertible | 76 | 14,000 | \$23,500 | C | 1% |
| Eldorado Bicentennial convertible | 76 | 200 | \$38,500 | C | n/c |
| Eldorado convertible | 84 | 3,300 | \$11,000 | C | + Adj. |
| Eldorado convertible | 85 | 2,300 | \$15,000 | C | n/c |
| Allante convertible | 87–93 | 21,433 | \$6,000 | D | 3% |
| XLR convertible | 04–09 | 14,464 | \$17,500 | D | -2% |
| XLR-V convertible | 06–09 | 2,188 | \$39,500 | D | n/c |
| CHEVROLET | | | | | |
| Bel Air 2-dr hard top | 55 | 185,562 | \$38,500 | C | 10% |
| Bel Air convertible | 55 | 41,292 | \$62,000 | B | n/c |
| Nomad wagon | 55 | 6,103 | \$77,000 | B | 14% |
| Bel Air 2-dr hard top | 56 | 128,382 | \$36,000 | C | -12% |
| Bel Air convertible | 56 | 41,268 | \$66,000 | B | n/c |
| Nomad wagon | 56 | 7,886 | \$60,000 | B | -3% |
| Bel Air 2-dr hard top | 57 | 166,426 | \$43,000 | C | n/c |
| Bel Air convertible | 57 | 47,562 | \$75,500 | B | 3% |
| Nomad wagon | 57 | 6,103 | \$57,000 | B | 9% |
| <i>(For all 1955–57, add 10%–30% for special equipment.)</i> | | | | | |
| Impala 2-dr hard top | 58 | n/a | \$43,000 | D | n/c |
| Impala convertible | 58 | n/a | \$82,500 | C | 4% |
| El Camino | 59 | 22,246 | \$46,000 | C | n/c |
| Impala 2-dr hard top | 59 | n/a | \$64,500 | D | n/c |
| Impala 4-dr hard top | 59 | n/a | \$25,500 | D | 19% |
| Impala convertible | 59 | n/a | \$91,000 | C | -8% |
| El Camino | 60 | 14,163 | \$47,000 | C | 7% |
| Impala 2-dr hard top | 60 | n/a | \$36,500 | D | n/c |
| Impala 4-dr hard top | 60 | n/a | \$14,000 | D | -8% |
| Impala convertible | 60 | n/a | \$58,000 | C | 3% |
| <i>(For all 1958–60, add 10% for 348 or 20% for 348 3x2.)</i> | | | | | |
| Impala 2-dr hard top | 61 | n/a | \$50,500 | D | + Adj. |
| Impala 4-dr hard top | 61 | n/a | \$16,500 | D | n/c |
| Impala convertible | 61 | n/a | \$61,500 | C | 12% |
| Impala 2-dr hard top | 62 | n/a | \$29,500 | D | 1% |
| Impala 4-dr hard top | 62 | n/a | \$14,000 | D | n/c |
| Impala convertible | 62 | n/a | \$56,000 | C | n/c |
| Corvair Monza Spyder convertible | 63 | 7,472 | \$15,500 | C | -2% |
| Corvair Monza Spyder coupe | 63 | 11,827 | \$7,500 | C | -16% |

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SHIPPING EXPERTS | WORLDWIDE APPRAISERS | ALWAYS BUYING | SINCE 1989

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|----------------|-----------|---------------|-----------------|
| | | | Median | | |
| Impala 2-dr hard top | 63 | n/a | \$28,000 | D | 3% |
| Impala 4-dr hard top | 63 | n/a | \$14,000 | D | 12% |
| Impala Z11 | 63 | 50 | \$476,000 | B | n/c |
| Impala convertible | 63 | n/a | \$37,500 | C | -4% |
| <i>(For all 1961–63, add 30% for SS 409.)</i> | | | | | |
| Nova SS | 63 | 42,432 | \$19,500 | C | -Adj. |
| Corvair Monza Spyder convertible | 64 | 4,761 | \$11,500 | C | -12% |
| Corvair Monza Spyder coupe | 64 | 6,480 | \$9,000 | C | 7% |
| El Camino | 64 | 32,548 | \$19,500 | C | 7% |
| Impala 2-dr hard top | 64 | n/a | \$25,000 | D | -1% |
| Impala SS 2-dr hard top | 64 | 185,325 | \$33,000 | D | 6% |
| Impala 4-dr hard top | 64 | n/a | \$15,000 | D | n/c |
| Impala convertible | 64 | n/a | \$32,000 | D | 10% |
| Impala SS convertible | 64 | inc. | \$47,500 | C | 14% |
| Nova SS | 64 | 10,576 | \$29,500 | C | n/c |
| Caprice 4-dr hard top | 65 | n/a | \$11,000 | D | n/c |
| Corvair Corsa convertible | 65 | 8,353 | \$16,500 | D | n/c |
| Corvair Corsa coupe | 65 | 20,291 | \$16,000 | D | 3% |
| Chevelle Z16 | 65 | 201 | \$230,500 | A | n/c |
| El Camino | 65 | 34,724 | \$21,000 | C | -3% |
| Impala 2-dr hard top | 65 | n/a | \$23,000 | D | -5% |
| Impala SS 2-dr hard top | 65 | 243,113 | \$23,500 | D | -8% |
| Impala 4-dr hard top | 65 | n/a | \$9,000 | D | 13% |
| Impala convertible | 65 | 45,800* | \$25,500 | C | 3% |
| Impala SS convertible | 65 | 27,000* (inc.) | \$27,000 | C | -18% |
| <i>(Add 20% for SS 396.)</i> | | | | | |
| Nova SS | 65 | 4,300 | \$27,500 | C | n/c |
| Caprice 2-dr hard top | 66 | 181,000* | \$32,000 | D | 8% |
| Caprice 4-dr hard top | 66 | inc. | \$16,500 | D | n/c |
| Chevelle SS 396 | 66 | 72,272 | \$43,000 | B | -2% |
| Chevelle SS 396 convertible | 66 | inc. | \$50,500 | B | n/c |
| Corvair Corsa convertible | 66 | 3,142 | \$16,000 | D | n/c |
| Corvair Corsa coupe | 66 | 7,330 | \$6,500 | D | n/c |
| El Camino | 66 | 35,119 | \$21,500 | C | -2% |
| El Camino SS 396 | 66 | inc. | \$31,000 | C | -1% |
| Impala 2-dr hard top | 66 | n/a | \$17,500 | D | -2% |
| Impala SS 2-dr hard top | 66 | 119,300 | \$26,000 | C | 7% |
| Impala 4-dr hard top | 66 | n/a | \$9,500 | D | n/c |
| Impala convertible | 66 | n/a | \$24,500 | C | 5% |
| Impala SS convertible | 66 | inc. | \$35,000 | C | -14% |
| <i>(Add 20% for SS 396, 50% for SS 427.)</i> | | | | | |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|----------|-----------|---------------|-----------------|
| | | | Median | | |
| Nova SS | 66 | 10,100 | \$44,000 | C | 10% |
| Nova SS 327 L79 | 66 | 5,487 | \$50,500 | B | -9% |
| Camaro V8 coupe | 67 | 142,242 | \$35,000 | C | 7% |
| Camaro V8 convertible | 67 | 19,856 | \$39,500 | C | 3% |
| <i>(Add 15% for SS; 30% for L35; 25% for L48; 40% for L78.)</i> | | | | | |
| Camaro Z28 | 67 | 602 | \$91,000 | A | 1% |
| <i>(Add 20% RS option.)</i> | | | | | |
| Yenko Camaro | 67 | 107* | \$295,000 | A | n/c |
| Caprice 2-dr hard top | 67 | 124,500* | \$18,000 | D | 13% |
| Caprice 4-dr hard top | 67 | inc. | \$10,000 | D | n/c |
| Chevelle SS 396 | 67 | 33,069 | \$48,000 | B | 5% |
| Chevelle SS 396 convertible | 67 | 29,937 | \$49,500 | B | -1% |
| El Camino | 67 | 3,483 | \$21,000 | C | 6% |
| El Camino 396 | 67 | inc. | \$33,000 | C | 16% |
| Impala 2-dr hard top | 67 | n/a | \$20,000 | D | -8% |
| Impala SS 2-dr hard top | 67 | 66,510 | \$31,000 | C | n/c |
| Impala 4-dr hard top | 67 | n/a | \$8,500 | D | n/c |
| Impala convertible | 67 | 20,392 | \$25,000 | C | 14% |
| Impala SS convertible | 67 | 9,545 | \$37,000 | C | n/c |
| <i>(Add 10% for SS 396 and 50% for SS 427.)</i> | | | | | |
| Nova SS | 67 | 10,100 | \$43,000 | C | 6% |
| Camaro V8 coupe | 68 | 167,251 | \$38,000 | C | 8% |
| Camaro V8 convertible | 68 | 16,927 | \$34,000 | C | -3% |
| <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 | \$64,000 | B | 8% |
| <i>(Add 20% RS option.)</i> | | | | | |
| Yenko Camaro | 68 | 64* | \$465,000 | A | n/c |
| Caprice 2-dr hard top | 68 | 115,500* | \$16,000 | D | n/c |
| Caprice 4-dr hard top | 68 | inc. | \$9,000 | D | n/c |
| Chevelle SS 396 | 68 | 62,785 | \$38,500 | B | 5% |
| Chevelle SS 396 convertible | 68 | inc. | \$39,500 | B | -15% |
| <i>(Add 10% for L78 396/375 option.)</i> | | | | | |
| El Camino | 68 | 36,601 | \$19,500 | C | -1% |
| El Camino SS 396 | 68 | 5,190 | \$26,000 | C | -16% |
| Impala 2-dr hard top | 68 | n/a | \$14,000 | D | -11% |
| Impala SS 2-dr hard top | 68 | n/a | \$31,000 | D | n/c |
| Impala 4-dr hard top | 68 | n/a | \$9,000 | D | n/c |
| Impala convertible | 68 | 24,730 | \$23,500 | C | 3% |
| Impala SS convertible | 68 | n/a | \$43,500 | C | n/c |
| <i>(Add 10% for SS 396 and 50% for SS 427.)</i> | | | | | |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|----------|-----------|---------------|-----------------|
| | | | Median | | |
| Nova SS 350 | 68 | 4,670 | \$27,500 | C | n/c |
| Nova SS 396 L78 | 68 | 667 | \$32,500 | B | n/c |
| Camaro V8 coupe | 69 | 190,971 | \$44,500 | C | 1% |
| Camaro V8 convertible | 69 | 15,866 | \$50,500 | C | -6% |
| <i>(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.)</i> | | | | | |
| Yenko Camaro | 69 | 200* | \$220,000 | A | +Adj. |
| Camaro ZL1 | 69 | 69 | \$495,000 | A | -2% |
| Camaro Z/28 | 69 | 20,302 | \$66,000 | B | n/c |
| <i>(Add 10% RS option.)</i> | | | | | |
| Caprice 2-dr hard top | 69 | 166,900* | \$10,000 | D | -Adj. |
| Caprice 4-dr hard top | 69 | inc. | \$9,000 | D | n/c |
| Chevelle SS 396 | 69 | 86,307 | \$45,000 | B | -2% |
| Chevelle SS 396 convertible | 69 | inc. | \$52,000 | B | 1% |
| <i>(Add 10% for 396/375 option.)</i> | | | | | |
| Yenko Chevelle | 69 | 99* | \$210,000 | A | n/c |
| El Camino | 69 | 48,385 | \$17,000 | C | -1% |
| El Camino SS 396 | 69 | inc. | \$31,000 | C | -7% |
| Impala 2-dr hard top | 69 | n/a | \$14,500 | D | -6% |
| Impala SS 2-dr hard top | 69 | 2,425 | \$32,500 | C | -1% |
| Impala 4-dr hard top | 69 | n/a | \$6,500 | D | n/c |
| Impala convertible | 69 | 14,415 | \$19,500 | C | -1% |
| Impala SS convertible | 69 | inc. | \$22,500 | C | n/c |
| <i>(Add 15% for Impala SS 427/425.)</i> | | | | | |
| Nova SS 350 | 69 | 10,445 | \$30,500 | C | -4% |
| Nova SS 396 L78 | 69 | 5,262 | \$43,000 | B | 3% |
| Yenko Nova 427 | 69 | 23* | \$410,500 | A | n/c |
| Camaro Z/28 | 70 | 43,344 | \$47,500 | B | -2% |
| <i>(Add 10% for RS option.)</i> | | | | | |
| Camaro SS | 70 | 2,464 | \$38,500 | C | +Adj. |
| 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 | \$52,000 | B | 18% |
| Chevelle SS 396 convertible | 70 | inc. | \$64,000 | B | -4% |
| <i>(Add 10% to 396/375 option.)</i> | | | | | |
| Chevelle SS 454/360 LS5 | 70 | 4,298 | \$48,000 | B | -12% |
| Chevelle SS 454/360 LS5 convertible | 70 | inc. | \$67,500 | B | -14% |
| Chevelle SS 454/450 LS6 | 70 | 4,475 | \$85,500 | A | -14% |
| Chevelle SS 454/450 LS6 convertible | 70 | inc. | \$103,500 | A | -Adj. |
| El Camino | 70 | 47,707 | \$27,500 | C | 17% |
| El Camino SS 396 | 70 | inc. | \$42,000 | C | +Adj. |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|---------|------------------|------------------|--------------------|
| El Camino SS 454 LS6 | 70 | inc. | \$105,500 | B | -9% |
| Impala 2-dr hard top | 70 | n/a | \$14,500 | D | 16% |
| Impala 4-dr hard top | 70 | n/a | \$7,000 | D | n/c |
| Impala convertible | 70 | 9,562 | \$16,500 | C | n/c |
| Monte Carlo | 70 | 145,975 | \$24,000 | D | +Adj. |
| Monte Carlo SS 454 | 70 | 3,823 | \$23,000 | C | n/c |
| Nova SS 350 | 70 | 19,558 | \$39,000 | C | +Adj. |
| Nova SS 396 L78 | 70 | inc. | \$77,000 | B | 17% |
| <i>(Add 10%–20% for 4-sp—must have authenticating paperwork.)</i> | | | | | |
| Yenko Nova Deuce | 70 | 120* | \$133,500 | B | 13% |
| Camaro Z/28 | 71 | 38,161 | \$39,500 | B | n/c |
| <i>(Add 10% for RS option.)</i> | | | | | |
| Camaro SS | 71 | 1,533 | \$27,500 | C | -1% |
| Chevelle SS 396 | 71 | 60,000* | \$31,500 | C | -18% |
| Chevelle SS 396 convertible | 71 | inc. | \$57,000 | C | 17% |
| Chevelle SS 454 LS5 | 71 | 19,992 | \$44,000 | C | -4% |
| Chevelle SS 454 LS5 convertible | 71 | inc. | \$72,000 | C | 8% |
| El Camino | 71 | 41,606 | \$18,000 | C | 13% |
| El Camino SS 396 | 71 | inc. | \$25,500 | C | 1% |
| El Camino SS 454 | 71 | inc. | \$31,000 | C | n/c |
| Monte Carlo | 71 | 112,599 | \$22,000 | D | 5% |
| <i>(Add 20% for Monte Carlo SS.)</i> | | | | | |
| Nova SS 350 | 71 | 19,324 | \$26,000 | C | -6% |
| Camaro Z/28 | 72 | 22,477 | \$32,000 | B | -Adj. |
| <i>(Add 10% for RS option.)</i> | | | | | |
| Camaro SS | 72 | 970 | \$29,500 | C | n/c |
| Chevelle SS 396 | 72 | 21,946 | \$32,000 | C | 16% |
| Chevelle SS 396 convertible | 72 | inc. | \$40,000 | C | -16% |
| Chevelle SS 454 LS5 | 72 | 3,000 | \$33,000 | C | n/c |
| Chevelle SS 454 LS5 convertible | 72 | inc. | \$54,500 | C | n/c |
| El Camino | 72 | 57,147 | \$16,500 | C | -6% |
| El Camino SS | 72 | inc. | \$23,000 | C | -8% |
| <i>(Add 10% for SS 454.)</i> | | | | | |
| Monte Carlo | 72 | 180,819 | \$18,500 | D | 9% |
| Nova SS 350 | 72 | 12,309 | \$28,500 | C | -11% |
| Camaro Z/28 | 73 | 35,930 | \$34,500 | B | 2% |
| <i>(Add 10% for RS option.)</i> | | | | | |
| Nova SS 350 | 73 | 35,542 | \$12,500 | D | n/c |
| Camaro Z/28 | 74 | 70,670 | \$17,000 | D | 10% |
| Cosworth Vega | 75.5 | 2,061 | \$10,500 | C | -2% |
| Cosworth Vega | 76 | 1,447 | \$15,500 | C | n/c |

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

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|---------|------------------|------------------|--------------------|
| Camaro Z/28 | 77 | 14,349 | \$22,000 | D | n/c |
| Camaro Z/28 | 78 | 54,907 | \$14,000 | D | 1% |
| Camaro Z/28 | 79 | 84,877 | \$15,500 | D | -2% |
| Camaro Z/28 | 80 | 45,137 | \$15,500 | D | -4% |
| Camaro Z/28 | 81 | 43,272 | \$14,500 | D | -1% |
| <i>(Add 30% for exceptionally low miles on 1977–81 Z/28.)</i> | | | | | |
| Camaro Pace Car | 82 | 6,360 | \$10,500 | D | -7% |
| Camaro Pace Car | 93 | 633 | \$11,500 | D | -4% |
| Impala SS | 94 | 6,303 | \$9,500 | D | 12% |
| Impala SS | 95 | 18,649 | \$10,000 | D | -Adj. |
| Impala SS | 96 | 25,000* | \$16,500 | D | +Adj. |
| <i>(For all Chevrolets: Add 15%–25% for 4-sp.)</i> | | | | | |

CORVETTE

C1 (1953–62)

| | | | | | |
|---------------------|----|-------|-----------|---|-------|
| 235/150 roadster | 53 | 300 | \$220,000 | A | 1% |
| 235/150 roadster | 54 | 3,640 | \$65,000 | B | -2% |
| 235/155 roadster | 55 | 7 | \$86,000 | B | n/c |
| 265/195 | 55 | 693 | \$104,500 | A | -15% |
| 265/210 convertible | 56 | 387 | \$57,000 | B | -8% |
| 265/225 | 56 | 3,080 | \$110,000 | B | +Adj. |
| 283/220 convertible | 57 | 1,633 | \$58,000 | B | -12% |
| 283/245 | 57 | 2,045 | \$84,500 | B | 1% |
| 283/250 FI | 57 | 284 | \$82,000 | A | -10% |
| 283/270 | 57 | 1,621 | \$77,000 | B | -5% |
| 283/283 FI | 57 | 756 | \$89,000 | A | -9% |
| 283/230 convertible | 58 | 4,243 | \$69,000 | B | -10% |
| 283/245 | 58 | 2,436 | \$72,000 | B | -15% |
| 283/250 FI | 58 | 504 | \$148,500 | B | +Adj. |
| 283/270 | 58 | 978 | \$83,500 | B | n/c |
| 283/290 FI | 58 | 1,007 | \$115,500 | A | n/c |
| 283/230 convertible | 59 | 5,487 | \$60,500 | B | -10% |
| 283/245 | 59 | 1,417 | \$87,500 | B | 13% |
| 283/250 FI | 59 | 175 | \$91,000 | B | n/c |
| 283/270 | 59 | 1,846 | \$77,000 | B | -6% |
| 283/290 FI | 59 | 745 | \$96,500 | B | -10% |
| 283/230 convertible | 60 | 5,827 | \$67,000 | B | -7% |
| 283/245 | 60 | 1,211 | \$75,000 | B | n/c |
| 283/250 FI | 60 | 100 | \$71,500 | B | -16% |
| 283/270 | 60 | 2,364 | \$79,000 | B | -9% |
| 283/290 FI | 60 | 759 | \$121,000 | B | n/c |

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---------------------|-------|--------|------------------|------------------|--------------------|
| 283/230 convertible | 61 | 5,357 | \$61,000 | B | 3% |
| 283/245 | 61 | 1,175 | \$62,500 | B | -11% |
| 283/270 | 61 | 2,827 | \$78,000 | B | -8% |
| 283/275 FI | 61 | 118 | \$86,000 | B | -7% |
| 283/315 FI | 61 | 1,462 | \$88,000 | A | -11% |
| 327/250 convertible | 62 | 4,907 | \$56,000 | B | -3% |
| 327/300 | 62 | 3,294 | \$62,500 | B | 3% |
| 327/340 | 62 | 4,412 | \$71,500 | B | 8% |
| 327/360 FI | 62 | 1,918 | \$80,000 | A | -2% |

(1956-62, add \$2k-\$4k for auxiliary hard top.)

C2 (1963-67)

| | | | | | |
|------------------------|----|--------|-------------|---|-------|
| 327 Split-Window coupe | 63 | 10,594 | \$83,500 | B | 5% |
| 327/300 L75 | 63 | inc. | \$107,000 | B | 7% |
| 327/340 L76 | 63 | inc. | \$110,000 | A | -9% |
| 327/360 FI L84 | 63 | inc. | \$148,500 | A | -7% |
| 327/360 Z06 | 63 | inc. | \$396,000 | A | 18% |
| 327 convertible | 63 | 10,919 | \$46,000 | B | -2% |
| 327/300 L75 | 63 | inc. | \$50,000 | B | -6% |
| 327/340 L76 | 63 | inc. | \$43,500 | B | -19% |
| 327/360 FI L84 | 63 | inc. | \$76,500 | A | -7% |
| Grand Sport | 63 | 5 | \$4,900,000 | A | n/c |
| 327 coupe | 64 | 8,304 | \$40,500 | B | -6% |
| 327/300 L75 | 64 | inc. | \$51,000 | B | n/c |
| 327/365 L76 | 64 | inc. | \$60,000 | B | -6% |
| 327/375 FI L84 | 64 | inc. | \$69,000 | A | -Adj. |
| 327 convertible | 64 | 13,925 | \$44,000 | B | -2% |
| 327/300 L75 | 64 | inc. | \$52,000 | B | -5% |
| 327/365 L76 | 64 | inc. | \$61,500 | B | -5% |
| 327/375 FI L84 | 64 | inc. | \$77,000 | A | -14% |
| 327 coupe | 65 | 8,186 | \$48,500 | B | n/c |
| 327/300 L75 | 65 | inc. | \$58,500 | B | -2% |
| 327/350 L79 | 65 | inc. | \$74,000 | B | +Adj. |
| 327/365 L76 | 65 | inc. | \$66,000 | B | -8% |
| 327/375 FI L84 | 65 | inc. | \$108,000 | A | 12% |
| 396/425 L78 | 65 | inc. | \$77,000 | A | -9% |
| 327 convertible | 65 | 15,378 | \$52,000 | B | -5% |
| 327/300 L75 | 65 | inc. | \$57,000 | B | n/c |
| 327/350 L79 | 65 | inc. | \$62,000 | B | 3% |
| 327/365 L76 | 65 | inc. | \$62,500 | B | n/c |
| 327/375 FI L84 | 65 | inc. | \$86,000 | A | -6% |
| 396/425 L78 | 65 | inc. | \$87,000 | A | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 †approximate production numbers; *total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| 327 coupe | 66 | 9,958 | \$57,500 | B | 5% |
| 327/350 L79 | 66 | inc. | \$60,000 | B | n/c |
| 427/390 L36 | 66 | inc. | \$82,500 | B | -2% |
| 427/425 L72 | 66 | inc. | \$82,500 | A | n/c |
| 327 convertible | 66 | 17,762 | \$50,000 | B | 3% |
| 327/350 L79 | 66 | inc. | \$66,500 | B | 3% |
| 427/390 L36 | 66 | inc. | \$73,000 | B | 5% |
| 427/425 L72 | 66 | inc. | \$92,000 | A | 5% |
| 327 coupe | 67 | 8,504 | \$63,500 | B | 7% |
| 327/350 L79 | 67 | inc. | \$66,000 | B | -4% |
| 427/390 L36 | 67 | inc. | \$104,000 | B | 3% |
| 427/400 L68 | 67 | inc. | \$105,000 | B | -3% |
| 427/430 L88 | 67 | inc. | \$3,700,000 | A | n/c |
| 427/435 L71 | 67 | inc. | \$108,000 | A | -9% |
| 327 convertible | 67 | 14,436 | \$55,000 | B | -8% |
| 327/350 L79 | 67 | inc. | \$70,500 | B | -2% |
| 427/390 L36 | 67 | inc. | \$96,500 | B | 1% |
| 427/400 L68 | 67 | inc. | \$121,000 | A | 19% |
| 427/430 L88 | 67 | inc. | \$2,315,000 | A | n/c |
| 427/435 L71 | 67 | inc. | \$117,500 | A | 7% |
| <i>(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.)</i> | | | | | |
| C3 (1968–82) | | | | | |
| 327 coupe | 68 | 9,936 | \$23,000 | C | 15% |
| 327/350 L79 | 68 | inc. | \$28,500 | C | 10% |
| 427/390 L36 | 68 | inc. | \$35,000 | C | -16% |
| 427/400 L68 | 68 | inc. | \$48,500 | C | 10% |
| 427/430 L88 | 68 | inc. | \$491,500 | A | n/c |
| 427/435 L71 | 68 | inc. | \$75,000 | B | +Adj. |
| 427/435 L89 | 68 | inc. | \$99,000 | A | 12% |
| 327 convertible | 68 | 18,630 | \$26,500 | C | -6% |
| 327/350 L79 | 68 | inc. | \$27,000 | C | -8% |
| 427/390 L36 | 68 | inc. | \$42,000 | C | +Adj. |
| 427/400 L68 | 68 | inc. | \$44,000 | C | 9% |
| 427/430 L88 | 68 | inc. | \$679,000 | A | n/c |
| 427/435 L71 | 68 | inc. | \$71,500 | B | +Adj. |
| 427/435 L89 | 68 | inc. | \$89,500 | A | 6% |
| 350 coupe | 69 | 22,129 | \$29,500 | C | +Adj. |
| 350/350 L46 | 69 | inc. | \$37,500 | C | 19% |
| 427/390 L36 | 69 | inc. | \$38,000 | C | n/c |
| 427/400 L68 | 69 | inc. | \$58,000 | C | +Adj. |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| 427/430 L88 | 69 | inc. | \$572,500 | A | n/c |
| 427/435 L71 | 69 | inc. | \$62,500 | B | n/c |
| 427/435 L89 | 69 | inc. | \$115,500 | A | 18% |
| 427/430 ZL1 | 69 | inc. | \$2,600,000 | A | n/c |
| 350 convertible | 69 | 16,633 | \$27,500 | C | -2% |
| 350/350 L46 | 69 | inc. | \$30,500 | C | 3% |
| 427/390 L36 | 69 | inc. | \$45,000 | C | -1% |
| 427/400 L68 | 69 | inc. | \$49,500 | C | n/c |
| 427/430 L88 | 69 | inc. | \$577,500 | A | n/c |
| 427/435 L71 | 69 | inc. | \$77,500 | B | -8% |
| 427/435 L89 | 69 | inc. | \$132,000 | A | n/c |
| 350 coupe | 70 | 10,668 | \$20,500 | C | -15% |
| 350/350 L46 | 70 | inc. | \$24,000 | C | -Adj. |
| 350/370 LT1 | 70 | inc. | \$53,500 | B | 4% |
| 454/390 LS5 | 70 | inc. | \$34,000 | B | -15% |
| 350 convertible | 70 | 6,648 | \$27,000 | C | -13% |
| 350/350 L46 | 70 | inc. | \$37,000 | C | 7% |
| 350/370 LT1 | 70 | inc. | \$51,500 | A | -6% |
| 454/390 LS5 | 70 | inc. | \$61,500 | B | -11% |
| 350 coupe | 71 | 14,680 | \$21,500 | C | -15% |
| 350/330 LT1 | 71 | inc. | \$37,000 | C | 6% |
| 454/365 LS5 | 71 | inc. | \$29,500 | B | 11% |
| 454/425 LS6 | 71 | inc. | \$97,500 | A | n/c |
| 350 convertible | 71 | 7,121 | \$31,500 | C | -10% |
| 350/330 LT1 | 71 | inc. | \$62,500 | C | 3% |
| 454/365 LS5 | 71 | inc. | \$43,000 | B | n/c |
| 454/425 LS6 | 71 | inc. | \$129,500 | A | n/c |
| 350 coupe | 72 | 20,496 | \$22,000 | C | -4% |
| 350/255 LT1 | 72 | inc. | \$38,500 | C | -12% |
| 454/270 LS5 | 72 | inc. | \$29,500 | C | 2% |
| 350 convertible | 72 | 6,508 | \$26,000 | C | n/c |
| 350/255 LT1 | 72 | inc. | \$38,000 | C | n/c |
| 454/270 LS5 | 72 | inc. | \$42,500 | C | n/c |
| <i>(1968–72, add \$1k–\$2k for auxiliary hard top; \$2k–\$3k for a/c.)</i> | | | | | |
| 350 coupe | 73 | 25,521 | \$14,500 | C | -5% |
| 350/250 L82 | 73 | inc. | \$23,000 | C | n/c |
| 454/275 LS4 | 73 | inc. | \$27,500 | C | 8% |
| 350 convertible | 73 | 4,943 | \$21,500 | C | -6% |
| 350/250 L82 | 73 | inc. | \$29,000 | C | 9% |
| 454/275 LS4 | 73 | inc. | \$32,000 | B | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|--------------|----------|---------------|-----------------|
| | | | Median | | |
| 350 coupe | 74 | 32,028 | \$13,000 | C | -19% |
| 350/250 L82 | 74 | inc. | \$15,000 | C | -10% |
| 454/270 LS4 | 74 | inc. | \$19,500 | C | -1% |
| 350 convertible | 74 | 5,474 | \$18,000 | C | 3% |
| 350/250 L82 | 74 | inc. | \$20,500 | C | -9% |
| 454/270 LS4 | 74 | inc. | \$24,000 | B | -16% |
| 350 coupe | 75 | 33,836 | \$11,000 | C | -8% |
| 350/205 L82 | 75 | inc. | \$20,500 | C | +Adj. |
| 350 convertible | 75 | 4,629 | \$19,500 | C | -6% |
| 350/205 L82 | 75 | inc. | \$31,500 | C | 14% |
| 350 coupe | 76 | 46,558 | \$9,500 | C | -17% |
| 350/210 L82 | 76 | inc. | \$21,000 | C | +Adj. |
| 350 coupe | 77 | 49,213 | \$13,000 | C | +Adj. |
| 350/210 L82 | 77 | inc. | \$14,500 | C | +Adj. |
| 350 coupe | 78 | 24,991 | \$12,000 | C | -11% |
| 350/220 L82 | 78 | inc. | \$14,000 | C | -17% |
| 350/185 Silver Anniversary | 78 | 15,283 | \$12,500 | C | -Adj. |
| 350/220 L82 | 78 | inc. | \$15,500 | B | -14% |
| 350/185 Pace Car | 78 | 6,502 | \$17,500 | C | -7% |
| 350/220 L82 | 78 | inc. | \$28,500 | B | -9% |
| 350 coupe | 79 | 53,807 | \$10,000 | C | -15% |
| 350/225 L82 | 79 | inc. | \$14,000 | C | 12% |
| 350 coupe | 80 | 40,614 | \$12,000 | C | 2% |
| 350/230 L82 | 80 | inc. | \$17,500 | C | +Adj. |
| 305/180 (California only) | 80 | inc. | \$9,000 | D | -2% |
| 350/190 coupe | 81 | 40,606 | \$12,000 | C | -14% |
| 350/200 coupe | 82 | 18,648 | \$12,500 | C | -3% |
| 350/200 Collector Edition | 82 | 6,759 | \$16,500 | B | -15% |
| <i>(1973–82, add \$750 for aluminum wheels, \$1,250 for auxiliary hard top. 1978–82, add \$650 for glass top.)</i> | | | | | |
| C4 (1984–96) | | | | | |
| Coupe | 84 | 51,547 | \$6,500 | D | 2% |
| Coupe | 85 | 39,729 | \$6,000 | D | 1% |
| Coupe | 86 | 27,794 | \$7,000 | D | 8% |
| Convertible | 86 | 7,315 | \$12,000 | D | -Adj. |
| Malcolm Konner Comm. Coupe | 86 | 50 | \$11,000 | D | n/c |
| Coupe | 87 | 20,007 | \$7,000 | D | 8% |
| Convertible | 87 | 10,625 | \$7,500 | D | -Adj. |
| Callaway Cpe/Cvt | 87 | 188 (inc.) | \$17,000 | D | 10% |
| Coupe | 88 | 15,382 | \$9,500 | D | +Adj. |
| Convertible | 88 | 7,407 | \$11,000 | D | +Adj. |
| 35th Anniversary coupe | 88 | 2,050 (inc.) | \$16,500 | D | -18% |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|-------------------------------|-------|------------|----------|---------------|-----------------|
| | | | Median | | |
| Challenge Racer | 88 | 56 (inc.) | \$26,500 | C | n/c |
| Callaway Cpe/Cvt | 88 | 125 (inc.) | \$20,000 | D | n/c |
| Coupe | 89 | 16,663 | \$4,000 | D | -Adj. |
| Convertible | 89 | 9,749 | \$7,000 | D | -Adj. |
| 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 | \$8,500 | D | 2% |
| ZR-1 coupe | 90 | 3,049 | \$27,000 | C | 2% |
| Convertible | 90 | 7,630 | \$9,500 | D | -6% |
| 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 | \$9,000 | D | -Adj. |
| ZR-1 coupe | 91 | 2,044 | \$21,500 | C | -7% |
| Convertible | 91 | 5,672 | \$9,000 | D | 7% |
| Callaway Cpe/Cvt | 91 | 71 (inc.) | \$20,500 | D | n/c |
| Coupe | 92 | 14,102 | \$7,500 | D | -Adj. |
| ZR-1 coupe | 92 | 502 | \$18,500 | C | n/c |
| Convertible | 92 | 5,875 | \$10,000 | D | -7% |
| Coupe | 93 | 15,396 | \$9,000 | D | -7% |
| ZR-1 coupe | 93 | 448 | \$24,000 | C | +Adj. |
| Convertible | 93 | 5,692 | \$11,000 | D | 8% |
| 40th Anniversary coupe | 93 | 6,749 | \$12,000 | D | -Adj. |
| 40th Anniversary convertible | 93 | inc. | \$14,500 | D | 2% |
| 40th Anniversary ZR-1 coupe | 93 | inc. | \$48,500 | C | n/c |
| Coupe | 94 | 17,536 | \$9,000 | D | -7% |
| ZR-1 coupe | 94 | 448 | \$20,000 | C | n/c |
| Convertible | 94 | 5,346 | \$11,500 | D | 16% |
| Coupe | 95 | 15,323 | \$9,500 | D | -2% |
| ZR-1 coupe | 95 | 448 | \$30,500 | C | -5% |
| Convertible | 95 | 4,444 | \$11,500 | D | -Adj. |
| Pace Car convertible | 95 | 527 | \$20,000 | D | -6% |
| Coupe | 96 | 12,326 | \$10,500 | D | 17% |
| Convertible | 96 | 2,798 | \$11,500 | D | 19% |
| Collector Edition coupe | 96 | 4,031 | \$12,000 | D | 5% |
| Collector Edition convertible | 96 | 1,381 | \$16,000 | D | 14% |
| Grand Sport coupe | 96 | 810 | \$30,000 | C | 12% |
| Grand Sport convertible | 96 | 190 | \$52,500 | C | -8% |

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

CS (1997-2004)

| | | | | | |
|-------|----|--------|----------|---|-----|
| Coupe | 97 | 9,752 | \$16,500 | D | n/c |
| Coupe | 98 | 19,235 | \$12,000 | D | 13% |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|--------|----------|---------------|-----------------|
| | | | Median | | |
| Convertible | 98 | 10,686 | \$13,000 | D | 2% |
| Pace Car convertible | 98 | 1,163 | \$21,500 | D | -3% |
| Coupe | 99 | 18,078 | \$11,000 | D | -Adj. |
| Convertible | 99 | 11,161 | \$12,500 | D | -Adj. |
| Hard top | 99 | 4,031 | \$15,000 | D | n/c |
| Coupe | 00 | 18,113 | \$12,000 | D | -10% |
| Convertible | 00 | 13,479 | \$15,500 | D | 1% |
| Hard top | 00 | 2,090 | \$17,500 | D | +Adj. |
| Coupe | 01 | 15,681 | \$12,500 | D | -12% |
| Convertible | 01 | 14,173 | \$15,500 | D | 6% |
| Z06 hard top | 01 | 5,773 | \$23,500 | C | 6% |
| Coupe | 02 | 14,760 | \$14,500 | D | 19% |
| Convertible | 02 | 12,710 | \$15,000 | D | 1% |
| Z06 hard top | 02 | 8,297 | \$18,000 | C | -11% |
| Coupe | 03 | 8,727 | \$19,500 | D | -7% |
| Convertible | 03 | 6,475 | \$17,000 | D | +Adj. |
| Z06 hard top | 03 | 8,635 | \$25,000 | C | 17% |
| 50th Anniversary coupe | 03 | 4,085 | \$20,000 | D | -Adj. |
| 50th Anniversary convertible | 03 | 7,547 | \$22,500 | D | -Adj. |
| Coupe | 04 | 16,165 | \$16,000 | D | -13% |
| Convertible | 04 | 12,216 | \$18,000 | D | -12% |
| Z06 hard top | 04 | 5,683 | \$28,000 | C | 13% |
| <i>(2004, add up to 10% for Commemorative Edition.)</i> | | | | | |
| C6 (2005–13) | | | | | |
| Coupe | 05 | 26,278 | \$18,500 | D | 10% |
| Convertible | 05 | 10,644 | \$23,000 | D | 5% |
| Coupe | 06 | 16,598 | \$20,000 | D | -19% |
| Convertible | 06 | 11,151 | \$22,000 | D | -12% |
| Z06 coupe | 06 | 6,272 | \$31,500 | C | -5% |
| Coupe | 07 | 21,484 | \$20,000 | D | 13% |
| Convertible | 07 | 10,918 | \$24,500 | D | -14% |
| Pace Car convertible | 07 | 500 | \$40,000 | D | n/c |
| Z06 coupe | 07 | 8,159 | \$37,000 | C | 5% |
| Ron Fellows Z06 coupe | 07 | 399 | \$44,000 | C | -8% |
| Coupe | 08 | 19,796 | \$23,500 | D | -15% |
| Pace Car coupe | 08 | 234 | \$33,000 | D | -12% |
| Convertible | 08 | 7,283 | \$30,000 | D | -14% |
| Pace Car convertible | 08 | 266 | \$39,500 | D | n/c |
| Z06 coupe | 08 | 7,731 | \$35,500 | C | -12% |
| Coupe | 09 | 8,737 | \$24,500 | D | 2% |
| Convertible | 09 | 3,343 | \$33,000 | D | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|-------------------------|-------|--------|----------|---------------|-----------------|
| | | | Median | | |
| Z06 coupe | 09 | 3,461 | \$51,000 | C | -3% |
| ZR1 coupe | 09 | 1,415 | \$74,500 | C | -5% |
| 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 | \$69,000 | C | 4% |
| Grand Sport coupe | 10 | 3,707 | \$37,000 | C | -6% |
| Grand Sport convertible | 10 | 2,335 | \$40,000 | C | -9% |
| Coupe | 11 | 3,112 | \$30,500 | D | n/c |
| Convertible | 11 | 780 | \$39,000 | D | -5% |
| Z06 coupe | 11 | 904 | \$60,500 | C | -3% |
| ZR1 coupe | 11 | 806 | \$66,000 | C | -3% |
| Grand Sport coupe | 11 | 5,212 | \$38,000 | C | -6% |
| Grand Sport convertible | 11 | 2,782 | \$41,500 | C | n/c |
| Coupe | 12 | 2,820 | \$33,500 | D | n/c |
| Convertible | 12 | 621 | \$36,500 | D | n/c |
| Z06 coupe | 12 | 478 | \$58,500 | C | n/c |
| ZR1 coupe | 12 | 404 | \$73,000 | C | -15% |
| ZR1 Centennial Edition | 12 | inc. | \$73,500 | C | n/c |
| Grand Sport coupe | 12 | 5,056 | \$41,000 | C | n/c |
| Grand Sport convertible | 12 | 2,268 | \$40,000 | C | -15% |
| Coupe | 13 | 2,597 | \$40,500 | D | n/c |
| Convertible | 13 | 720 | \$48,500 | D | n/c |
| Grand Sport coupe | 13 | 4,908 | \$33,500 | C | -18% |
| Grand Sport convertible | 13 | 1,736 | \$52,500 | C | n/c |
| 427 | 13 | 2,552 | \$69,500 | C | 15% |
| Z06 | 13 | 471 | \$62,000 | C | n/c |
| ZR1 | 13 | 482 | \$69,500 | C | 2% |
| C7 (2014–2019) | | | | | |
| Stingray coupe | 14 | 26,565 | \$45,000 | D | -5% |
| Stingray convertible | 14 | 10,723 | \$48,500 | D | -12% |
| Stingray coupe | 15 | 20,757 | \$48,000 | D | n/c |
| Stingray convertible | 15 | 4,830 | \$69,500 | D | n/c |
| Z06 coupe | 15 | 6,980 | \$63,500 | C | -Adj. |
| Z06 convertible | 15 | 1,673 | \$77,000 | C | -15% |
| Stingray coupe | 16 | 21,387 | \$49,000 | D | -2% |
| Stingray convertible | 16 | 5,027 | \$55,500 | D | n/c |
| Z06 coupe | 16 | 11,543 | \$69,500 | C | -19% |
| Z06 convertible | 16 | 2,732 | \$72,500 | C | -9% |
| Stingray coupe | 17 | 11,253 | \$56,000 | D | n/c |
| Stingray convertible | 17 | 2,298 | \$56,500 | D | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|-------------------------|-------|--------|-----------|---------------|-----------------|
| | | | Median | | |
| Z06 coupe | 17 | 6,197 | \$69,500 | C | -Adj. |
| Z06 convertible | 17 | 1,076 | \$74,500 | C | -7% |
| Grand Sport coupe | 17 | 9,912 | \$60,500 | C | n/c |
| Grand Sport convertible | 17 | 2,046 | \$65,500 | C | n/c |
| Stingray coupe | 18 | 3,068 | \$54,500 | C | n/c |
| Stingray convertible | 18 | 735 | \$59,500 | C | n/c |
| Z06 coupe | 18 | 2,353 | \$74,500 | 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 | \$55,500 | C | n/c |
| Stingray convertible | 19 | 877 | \$59,500 | C | n/c |
| Z06 coupe | 19 | 2,629 | \$79,500 | C | n/c |
| Z06 convertible | 19 | 462 | \$83,500 | C | n/c |
| Grand Sport coupe | 19 | 3,899 | \$65,500 | C | n/c |
| Grand Sport convertible | 19 | 774 | \$69,500 | C | n/c |
| ZR1 coupe | 19 | 1,018 | \$119,900 | B | n/c |
| ZR1 convertible | 19 | 277 | \$123,000 | 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 | \$48,000 | C | 6% |
| Imperial CG, open | 31 | inc. | \$295,000 | B | n/c |
| 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 | \$64,500 | C | n/c |
| Custom Imperial CL, open | 32–33 | inc. | \$493,500 | B | n/c |
| Custom Imperial Airflow | 34–37 | 418 | \$154,000 | B | -Adj. |
| Airflow Eight | 34–37 | 19,685 | \$24,500 | B | -Adj. |
| Newport | 40 | 6 | \$567,500 | A | n/c |
| Thunderbolt | 40 | 6 | \$675,000 | A | n/c |
| Town & Country wagon | 41–42 | 1,997 | \$282,000 | B | 1% |
| Town & Country convertible | 46–48 | 8,368 | \$67,000 | B | n/c |
| Town & Country sedan | 46–48 | 3,994 | \$67,000 | B | n/c |
| Town & Country convertible | 49 | 993 | \$68,500 | B | 10% |
| C-300 2-dr hard top | 55 | 1,725 | \$49,500 | B | n/c |
| 300B 2-dr hard top | 56 | 1,102 | \$56,000 | C | n/c |
| 300C 2-dr hard top | 57 | 1,918 | \$55,000 | C | 5% |
| 300C convertible | 57 | 484 | \$132,000 | B | n/c |
| 300D 2-dr hard top | 58 | 618 | \$38,500 | B | n/c |
| 300D convertible | 58 | 191 | \$88,000 | B | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|--------|-----------|---------------|-----------------|
| | | | Median | | |
| 300E 2-dr hard top | 59 | 550 | \$59,500 | B | n/c |
| 300E convertible | 59 | 140 | \$161,000 | B | 13% |
| 300F 2-dr hard top | 60 | 964 | \$38,000 | B | 1% |
| 300F convertible | 60 | 248 | \$132,500 | B | 10% |
| 300G 2-dr hard top | 61 | 1,280 | \$47,000 | B | -Adj. |
| 300G convertible | 61 | 337 | \$164,000 | B | 10% |
| 300H 2-dr hard top | 62 | 435 | \$37,000 | C | -12% |
| 300H convertible | 62 | 123 | \$107,500 | B | -15% |
| 300J 2-dr hard top | 63 | 400 | \$26,000 | C | 18% |
| 300K 2-dr hard top | 64 | 3,022 | \$13,500 | C | -18% |
| 300K convertible | 64 | 625 | \$27,500 | C | n/c |
| 300L 2-dr hard top | 65 | 2,405 | \$16,000 | C | -3% |
| 300L convertible | 65 | 440 | \$35,000 | C | 19% |
| TC by Maserati | 88–91 | 7,300 | \$4,000 | D | 1% |
| Crossfire SRT-6 coupe | 05–06 | 2,466 | \$7,500 | D | -1% |
| Crossfire SRT-6 convertible | 05–06 | 1,321 | \$10,500 | D | n/c |
| <i>(For all Chryslers: Add 15%–25% for 4-sp.)</i> | | | | | |
| CORD | | | | | |
| L-29 closed | 29–32 | 5,010 | \$79,000 | B | n/c |
| L-29 open | 29–32 | inc. | \$157,500 | B | -5% |
| 810 sedan | 36 | 1,764 | \$41,500 | C | -Adj. |
| 810 phaeton | 36 | inc. | \$94,500 | B | 8% |
| 810 "Sportsman" convertible | 36 | inc. | \$115,500 | A | n/c |
| 812 sedan | 37 | 1,066 | \$43,000 | C | -12% |
| 812 phaeton | 37 | inc. | \$105,500 | B | -7% |
| 812 "Sportsman" convertible | 37 | inc. | \$133,000 | B | n/c |
| 812 SC phaeton | 37 | inc. | \$213,500 | B | -19% |
| 812 SC "Sportsman" convertible | 37 | inc. | \$257,500 | A | n/c |
| DODGE | | | | | |
| Charger | 66 | 37,300 | \$27,500 | C | 15% |
| Hemi Charger | 66 | 468 | \$53,000 | B | -10% |
| Hemi Coronet | 66 | 711 | \$48,000 | B | -11% |
| Hemi Coronet convertible | 66 | 27 | \$107,500 | B | n/c |
| Charger | 67 | 15,788 | \$19,000 | C | -5% |
| Charger 440 | 67 | inc. | \$41,500 | C | n/c |
| Hemi Charger | 67 | 118 | \$83,500 | B | 6% |
| Coronet R/T | 67 | 9,553 | \$35,000 | C | -1% |
| Coronet R/T convertible | 67 | 628 | \$38,000 | C | -Adj. |
| Hemi Coronet R/T | 67 | 283 | \$66,500 | B | -19% |
| Charger R/T | 68 | 46,472 | \$62,500 | C | -5% |
| Hemi Charger | 68 | 467 | \$151,000 | A | 14% |

Adj: adjustment of 20% or more; **NE**: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| Coronet R/T | 68 | 10,900 | \$41,000 | B | -11% |
| Hemi Coronet R/T convertible | 68 | 20 | \$154,000 | A | n/c |
| Dart GTS | 68 | n/a | \$47,500 | C | -4% |
| Dart GSS 440 | 68 | 50 | \$93,500 | A | 8% |
| Super Bee | 68 | 48,221 | \$36,500 | B | n/c |
| Hemi Super Bee | 68 | 383 | \$84,000 | A | n/c |
| Super Stock Hemi | 68 | 80 | \$145,000 | B | n/c |
| Charger R/T | 69 | 20,100 | \$77,000 | C | +Adj. |
| Hemi Charger | 69 | 180 | \$121,000 | A | -7% |
| Charger 500 | 69 | 500 | \$78,500 | C | 10% |
| Hemi Charger 500 | 69 | 52 | \$115,500 | B | -16% |
| Coronet R/T | 69 | 7,200 | \$35,500 | B | 1% |
| Hemi Coronet R/T convertible | 69 | 10 | \$179,000 | A | n/c |
| Dart GTS 340 | 69 | 6,700 | \$24,500 | C | n/c |
| Dart 340 convertible (Add 30% for 383.) | 69 | 760 | \$37,500 | C | n/c |
| Daytona 440 | 69 | 433 | \$220,000 | B | 4% |
| Hemi Daytona | 69 | 70 | \$415,500 | A | -Adj. |
| Super Bee | 69 | 27,846 | \$35,000 | B | -Adj. |
| Super Bee A12 440 Six Pack (1969½ M code) | 69 | 1,907 | \$79,000 | B | -10% |
| Hemi Super Bee | 69 | 256 | \$166,000 | A | n/c |
| Challenger 340/383 | 70 | 22,086 | \$36,500 | C | n/c |
| Challenger 340/383 convertible | 70 | 5,388 | \$49,500 | C | -13% |
| Challenger T/A | 70 | 2,399 | \$68,000 | B | -3% |
| Challenger R/T 383 | 70 | 18,868 | \$35,000 | C | -9% |
| Challenger R/T 383 convertible | 70 | inc. | \$91,000 | C | +Adj. |
| Challenger R/T 440 | 70 | 1,070 | \$56,000 | C | -9% |
| Challenger R/T 440 convertible | 70 | inc. | \$85,500 | B | n/c |
| Challenger R/T 440 Six Pack | 70 | 1,936 | \$77,500 | B | -Adj. |
| Challenger R/T 440 Six Pack convertible | 70 | 99 | \$173,500 | B | n/c |
| Hemi Challenger | 70 | 347 | \$134,000 | A | -Adj. |
| Hemi Challenger convertible | 70 | 12 | \$1,050,000 | A | n/c |
| Charger R/T | 70 | 10,337 | \$82,500 | C | -1% |
| Charger R/T 440 Six Pack | 70 | 116 | \$88,500 | B | -1% |
| Charger 500 383/335 | 70 | 7,027 | \$53,000 | C | +Adj. |
| Hemi Charger | 70 | 112 | \$132,000 | A | n/c |
| Coronet R/T | 70 | 2,319 | \$53,000 | 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 | n/c |
| Hemi Coronet | 70 | 13 | \$101,500 | B | n/c |
| Super Bee | 70 | 15,506 | \$40,000 | B | -3% |

COLLECTOR CAR FRAUD

- ◆ Seller Misrepresentation
- ◆ Odometer Problems-TMU/Exempt
- ◆ Auction/Internet Problems
- ◆ Title Problems-Open Titles
- ◆ Fraudulent Documentation
- ◆ Restamping-Engines/Trim Tags
- ◆ Inaccurate Car Appraisals
- ◆ Shipping/Carrier Damage
- ◆ Estate/Divorce Issues



Bruce Shaw, Esquire

215.657.2377

www.shawlaws.com

50-STATE REPRESENTATION

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--------------------------------|-------|--------|-----------|---------------|-----------------|
| | | | Median | | |
| Super Bee 440 Six Pack | 70 | 1,268 | \$62,500 | B | n/c |
| Hemi Super Bee | 70 | 36 | \$119,500 | A | n/c |
| Challenger 340/383 | 71 | 4,571 | \$37,500 | C | 15% |
| Challenger 340/383 convertible | 71 | 2,165 | \$62,500 | C | +Adj. |
| Challenger R/T | 71 | 4,630 | \$43,000 | C | -2% |
| Challenger R/T 440 Six Pack | 71 | 250 | \$73,000 | B | -5% |
| Hemi Challenger | 71 | 71 | \$350,000 | A | n/c |
| Demon 340 | 71 | 10,098 | \$28,000 | C | n/c |
| Super Bee | 71 | 5,054 | \$34,000 | C | 3% |
| Super Bee 440 Six Pack | 71 | 99 | \$88,000 | C | n/c |
| Hemi Super Bee | 71 | 22 | \$130,000 | B | -18% |
| Challenger | 72 | 18,535 | \$34,500 | C | +Adj. |
| Challenger Rallye | 72 | 6,902 | \$30,000 | C | n/c |
| Demon 340 | 72 | 8,700 | \$27,500 | C | n/c |
| Challenger | 73 | 32,596 | \$26,500 | C | 2% |
| Challenger 340 | 73 | inc. | \$30,000 | C | -8% |
| Challenger | 74 | 16,437 | \$22,500 | C | -18% |
| Challenger 360 | 74 | inc. | \$26,500 | C | -9% |
| Li'l Red Express D150 pickup | 78-79 | 7,306 | \$20,500 | C | 2% |
| Viper RT/10 roadster | 92 | 285 | \$55,000 | B | -Adj. |
| Viper RT/10 roadster | 93 | 1,043 | \$41,500 | B | -3% |
| Viper RT/10 roadster | 94 | 3,083 | \$37,500 | B | n/c |
| Viper RT/10 roadster | 95 | 1,577 | \$30,500 | B | -1% |
| Viper GTS | 96 | 1,166 | \$59,500 | B | 8% |
| Viper RT/10 convertible | 96 | 721 | \$32,000 | B | -3% |
| Viper GTS | 97 | 1,671 | \$42,000 | B | 9% |
| Viper RT/10 convertible | 97 | 117 | \$30,000 | B | n/c |
| Viper GTS | 98 | 837 | \$38,500 | B | 3% |
| Viper GTS-R | 98 | 100 | \$106,000 | B | +Adj. |
| Viper RT/10 convertible | 98 | 379 | \$38,500 | B | n/c |
| Viper GTS | 99 | 484 | \$46,000 | B | n/c |
| Viper RT/10 convertible | 99 | 549 | \$42,500 | B | n/c |
| Viper ACR | 99 | 215 | \$46,000 | B | n/c |
| Viper GTS | 00 | 731 | \$46,000 | B | -12% |
| Viper RT/10 convertible | 00 | 840 | \$46,500 | B | 9% |
| Viper ACR | 00 | 218 | \$61,000 | B | n/c |
| Viper GTS | 01 | 650 | \$42,000 | B | n/c |
| Viper RT/10 convertible | 01 | 874 | \$33,000 | B | n/c |
| Viper ACR | 01 | 227 | \$52,500 | B | n/c |
| Viper GTS | 02 | 759 | \$45,000 | B | 1% |
| Viper RT/10 convertible | 02 | 545 | \$39,000 | B | 3% |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--------------------------|-------|--------|-----------|---------------|-----------------|
| | | | Median | | |
| Viper ACR | 02 | 159 | \$48,500 | B | n/c |
| Viper SRT-10 convertible | 03 | 1,875 | \$38,000 | C | -17% |
| Viper SRT-10 convertible | 04 | 2,435 | \$49,500 | C | 16% |
| Viper SRT-10 convertible | 05 | 2,010 | \$53,000 | C | n/c |
| Viper SRT-10 convertible | 06 | 752 | \$38,500 | C | n/c |
| Viper SRT-10 | 06 | 1,117 | \$54,000 | C | n/c |
| Viper SRT-10 convertible | 08 | 712 | \$47,500 | C | n/c |
| Viper SRT-10 | 08 | 688 | \$60,000 | C | n/c |
| Viper SRT-10 ACR | 08 | 179 | \$65,500 | B | n/c |
| 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 | \$90,000 | B | 2% |
| Viper SRT-10 convertible | 10 | n/a | \$63,500 | C | n/c |
| Viper SRT-10 | 10 | n/a | \$66,000 | C | n/c |
| Viper SRT-10 ACR | 10 | n/a | \$126,500 | B | n/c |
| Challenger SRT Hellcat | 15– | 7,000* | \$59,500 | C | -2% |
| Charger SRT Hellcat | 15– | 4,000* | \$54,000 | C | 6% |
| Challenger SRT Demon | 18 | 3,000 | \$126,500 | C | -4% |

(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* | \$1,350,000 | A | n/c |
| Model J Tourster | 30–35 | inc. | \$605,000 | A | -Adj. |
| Model J phaeton | 29–37 | inc. | \$935,000 | A | -Adj. |
| Model J Murphy open sedan | 29–32 | inc. | \$880,000 | B | n/c |
| Model J Murphy convertible coupe | 29–34 | inc. | \$943,000 | A | -Adj. |
| Model J Murphy torpedo convertible | 30–34 | inc. | \$1,539,000 | A | n/c |
| Model J Murphy sedan | 29–34 | inc. | \$587,500 | B | n/c |
| Model J Murphy town car | 29–34 | inc. | \$1,012,000 | 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 | \$29,500 | C | n/c |
| Thunderbird convertible | 56 | 15,631 | \$34,500 | C | 4% |
| Fairlane 500 Skyliner retractable hard top | 57 | 20,766 | \$40,500 | C | -1% |
| Ranchero | 57 | 21,695 | \$25,500 | C | -12% |
| Thunderbird convertible | 57 | 21,380 | \$33,000 | C | -10% |
| Thunderbird D-code convertible | 57 | inc. | \$34,000 | C | -19% |
| Thunderbird E-code convertible (dual carbs) | 57 | inc. | \$55,500 | C | -14% |
| Thunderbird F-code convertible (supercharged) | 57 | 194 | \$169,000 | B | -6% |

(Deduct \$1,000 for only one top.)

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|---------|-------------|---------------|-----------------|
| | | | Median | | |
| Fairlane 500 Skyliner retractable hard top | 58 | 14,713 | \$37,500 | C | -3% |
| Ranchero | 58 | 9,950 | \$16,500 | C | -11% |
| Thunderbird | 58 | 35,758 | \$20,000 | C | n/c |
| Thunderbird convertible | 58 | 2,134 | \$34,500 | C | +Adj. |
| Galaxie Skyliner retractable hard top | 59 | 12,915 | \$33,000 | C | n/c |
| Ranchero | 59 | 14,169 | \$27,000 | C | -4% |
| Thunderbird | 59 | 59,195 | \$18,500 | C | +Adj. |
| Thunderbird convertible | 59 | 10,261 | \$40,000 | C | 4% |
| <i>(Add 25% for 430-ci J-code.)</i> | | | | | |
| Ranchero | 60 | 21,027 | \$14,000 | C | n/c |
| Thunderbird | 60 | 80,938 | \$16,000 | C | 10% |
| Thunderbird convertible | 60 | 11,860 | \$27,000 | C | -1% |
| <i>(Add 25% for 430-ci J-code and/or sunroof.)</i> | | | | | |
| Ranchero | 61 | 20,937 | \$8,500 | C | n/c |
| Thunderbird | 61 | 62,535 | \$10,500 | C | -3% |
| Thunderbird convertible | 61 | 10,516 | \$27,000 | C | -5% |
| Ranchero | 62 | 20,842 | \$8,500 | C | n/c |
| Thunderbird | 62 | 68,127 | \$14,500 | C | -13% |
| Thunderbird convertible | 62 | 8,457 | \$25,500 | C | -13% |
| Thunderbird Sports Roadster | 62 | 1,427 | \$48,000 | C | 7% |
| Ranchero | 63 | 18,533 | \$8,000 | C | 2% |
| Thunderbird | 63 | 63,313 | \$10,500 | C | 10% |
| Thunderbird convertible | 63 | 5,913 | \$30,500 | C | 4% |
| <i>(Add 20% for 390-ci M-code.)</i> | | | | | |
| Thunderbird Sports Roadster | 63 | 455 | \$47,000 | C | n/c |
| <i>(Add 20% for 390-ci M-code.)</i> | | | | | |
| Galaxie 500 Lightweight | 63–64 | 200 | \$121,000 | B | -2% |
| Ranchero | 64 | 9,916 | \$12,000 | C | +Adj. |
| Thunderbird | 64 | 83,267 | \$12,500 | C | +Adj. |
| Thunderbird convertible | 64 | 9,198 | \$15,500 | C | -12% |
| Thunderbolt | 64 | 100 | \$234,000 | B | n/c |
| GT40 Mk I–IV | 64–69 | 102* | \$7,650,000 | A | n/c |
| <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 | \$19,000 | B | -6% |
| Mustang 2+2 fastback | 65 | 77,079 | \$37,500 | B | -3% |
| Mustang convertible | 65 | 101,945 | \$31,500 | B | 1% |
| <i>(Add 40% for K-code.)</i> | | | | | |
| Ranchero | 65 | 10,539 | \$15,000 | C | n/c |
| Thunderbird | 65 | 68,126 | \$10,000 | C | -1% |
| Thunderbird convertible | 65 | 6,846 | \$22,500 | C | -9% |
| Fairlane GT | 66 | 33,015 | \$27,000 | C | -17% |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|--|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| Fairlane GT convertible | 66 | 4,327 | \$39,500 | C | n/c |
| Mustang coupe | 66 | 499,751 | \$18,000 | B | 5% |
| Mustang 2+2 fastback | 66 | 35,698 | \$39,500 | B | -17% |
| Mustang convertible (Add 40% for K-code.) | 66 | 72,119 | \$33,000 | B | 6% |
| Ranchero | 66 | 9,480 | \$14,000 | C | 2% |
| Thunderbird | 66 | 64,127 | \$10,500 | C | 6% |
| Thunderbird convertible (Add 10% for 428 engine.) | 66 | 5,049 | \$31,500 | C | n/c |
| Fairlane GT | 67 | 18,670 | \$54,000 | C | +Adj. |
| Fairlane GT convertible | 67 | 2,117 | \$61,500 | C | +Adj. |
| Mustang coupe | 67 | 356,271 | \$20,500 | C | -1% |
| Mustang 2+2 fastback | 67 | 71,042 | \$41,000 | C | -Adj. |
| Mustang convertible (Add 40% for K-code.) | 67 | 44,808 | \$31,500 | C | -2% |
| Ranchero | 67 | 17,243 | \$11,000 | C | -4% |
| Mustang coupe | 68 | 249,447 | \$18,000 | C | 1% |
| Mustang GT California Special coupe | 68 | 4,117 | \$30,000 | C | -1% |
| Mustang 2+2 fastback | 68 | 42,325 | \$52,000 | C | -11% |
| Mustang convertible (Add 20% for 390 engine; 40% for 428 CJ in 1968.) | 68 | 26,376 | \$29,000 | C | -8% |
| Ranchero | 68 | 15,043 | \$8,500 | C | n/c |
| Ranchero GT | 68 | 1,669 | \$10,500 | C | n/c |
| Torino GT | 68 | 103,384 | \$17,500 | C | 1% |
| Mustang convertible | 69 | 14,746 | \$29,500 | C | 6% |
| Mustang Mach 1 351 | 69 | 72,458 | \$44,000 | C | 11% |
| Mustang Mach 1 428 | 69 | inc. | \$68,000 | B | 2% |
| Mustang Boss 302 | 69 | 1,934 | \$66,000 | A | 2% |
| Mustang Boss 429 (Add 10% for early 1969 model.) | 69 | 857 | \$231,000 | A | n/c |
| Ranchero | 69 | 17,070 | \$10,000 | C | n/c |
| Ranchero GT | 69 | 1,658 | \$14,500 | C | -1% |
| Talladega 428 | 69 | 748 | \$47,000 | C | -1% |
| Torino GT Cobra | 69 | 81,822 | \$33,000 | C | n/c |
| Mustang convertible | 70 | 7,673 | \$29,500 | C | -10% |
| Mustang Mach 1 351 | 70 | 40,970 | \$36,500 | C | n/c |
| Mustang Mach 1 428 | 70 | inc. | \$58,500 | B | -2% |
| Mustang Boss 302 | 70 | 6,318 | \$68,000 | A | 1% |
| Mustang Boss 429 | 70 | 500 | \$203,500 | A | -12% |
| Ranchero | 70 | 17,735 | \$12,500 | C | -1% |
| Ranchero GT | 70 | 3,905 | \$24,000 | C | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

AMERICAN CARS

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|--------|--------|-------------|---------------|-----------------|
| | | | Median | | |
| Torino Cobra 429 | 70 | 7,675 | \$49,000 | C | -1% |
| Torino GT | 70 | 56,819 | \$26,500 | B | n/c |
| Torino GT convertible | 70 | 3,939 | \$20,000 | B | -Adj. |
| Mustang convertible | 71 | 6,121 | \$19,000 | C | 11% |
| Mustang Boss 351 | 71 | 1,806 | \$70,000 | C | -1% |
| Mustang Mach 1 | 71 | 36,449 | \$33,000 | C | +Adj. |
| Mustang Mach 1 429 CJ | 71 | inc. | \$57,000 | B | -Adj. |
| Ranchero | 71 | 21,314 | \$12,000 | C | n/c |
| Ranchero GT | 71 | 3,632 | \$20,000 | C | n/c |
| Torino Cobra 429 | 71 | 3,054 | \$41,000 | C | +Adj. |
| Torino GT | 71 | 31,641 | \$27,500 | B | 4% |
| Torino GT convertible | 71 | 1,613 | \$27,500 | B | n/c |
| Mustang convertible | 72 | 6,401 | \$17,000 | C | -9% |
| Mustang Mach 1 | 72 | 27,675 | \$27,000 | C | 3% |
| Mustang convertible | 73 | 11,853 | \$18,000 | C | 4% |
| Mustang Mach 1 | 73 | 35,440 | \$21,500 | C | n/c |
| Mustang II King Cobra | 78 | 4,960 | \$7,000 | D | n/c |
| Mustang SV0 | 84–86 | 9,502 | \$10,000 | D | 10% |
| Saleen Mustang | 85–92 | 2,415 | \$25,000 | D | +Adj. |
| Mustang ASC McLaren convertible | 87–90 | 1,806 | \$10,500 | D | -3% |
| Mustang SVT Cobra | 93 | 4,993 | \$37,500 | D | -4% |
| Mustang SVT Cobra R | 93 | 107 | \$126,500 | C | 5% |
| F-150 SVT Lightning | 93–95 | 11,563 | \$11,500 | D | -10% |
| Mustang SVT Cobra | 94–95 | 9,264 | \$15,000 | D | +Adj. |
| Mustang SVT Cobra convertible | 94–95 | 2,003 | \$16,000 | D | -17% |
| <i>(Add 10% for Indy Pace Car edition.)</i> | | | | | |
| Mustang SVT Cobra R | 95 | 250 | \$38,500 | C | 1% |
| Mustang SVT Cobra | 96–98 | 19,627 | \$8,000 | D | -16% |
| Mustang SVT Cobra convertible | 96–98 | 9,078 | \$10,000 | D | -Adj. |
| Mustang SVT Cobra | 99, 01 | 5,907 | \$14,500 | D | n/c |
| Mustang SVT Cobra convertible | 99, 01 | 7,439 | \$12,500 | D | -3% |
| F-150 SVT Lightning | 99–04 | 28,124 | \$26,500 | D | 2% |
| Mustang SVT Cobra R | 00 | 300 | \$56,500 | C | 10% |
| Mustang SVT Cobra | 03–04 | 12,162 | \$27,000 | D | 5% |
| Mustang SVT Cobra convertible | 03–04 | 6,978 | \$24,000 | D | -1% |
| GT | 05–06 | 4,038 | \$318,500 | A | 1% |
| GT Heritage Edition | 05–06 | inc. | \$434,500 | A | 1% |
| GT | 17– | n/a | \$1,034,000 | A | -19% |
| GT '66 Heritage Edition | 17– | n/a | \$1,540,000 | A | n/c |

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

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---------------------------|-------|---------|------------------|------------------|--------------------|
| GMC | | | | | |
| Syclone pickup | 91 | 2,995 | \$33,500 | C | 14% |
| Typhoon SUV | 92-93 | 4,697 | \$17,500 | C | -5% |
| HUDSON | | | | | |
| Series L, closed | 29 | n/a | \$25,500 | C | n/c |
| Series L, open | 29 | n/a | \$64,500 | B | n/c |
| Hornet Hollywood hard top | 51 | 43,666 | \$78,000 | C | n/c |
| Hornet convertible | 51 | inc. | \$67,500 | B | 16% |
| Hornet Hollywood hard top | 52 | 35,921 | \$55,000 | C | n/c |
| Hornet convertible | 52 | inc. | \$86,000 | B | -8% |
| Hornet Hollywood hard top | 53 | 27,208 | \$33,000 | C | n/c |
| Hornet convertible | 53 | inc. | \$134,000 | B | n/c |
| Italia | 54 | 26 | \$362,500 | B | 12% |
| Hornet Hollywood hard top | 54 | 24,833 | \$48,000 | C | n/c |
| Hornet convertible | 54 | inc. | \$82,500 | B | -1% |
| IMPERIAL | | | | | |
| 2-dr hard top | 55 | 3,418 | \$25,500 | C | n/c |
| 2-dr hard top | 56 | 2,094 | \$22,000 | C | n/c |
| Crown 2-dr hard top | 57 | 4,199 | \$28,000 | B | n/c |
| Crown convertible | 57 | 1,167 | \$66,000 | B | n/c |
| Crown 2-dr hard top | 58 | 1,939 | \$33,000 | B | 12% |
| Crown convertible | 58 | 675 | \$75,000 | B | 7% |
| 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 |
| 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 | \$42,000 | B | -13% |
| Crown 2-dr hard top | 63 | 1,067 | \$27,000 | C | n/c |
| Crown convertible | 63 | 531 | \$42,000 | B | n/c |
| Crown 2-dr hard top | 64 | 5,233 | \$12,500 | C | -1% |
| Crown convertible | 64 | 922 | \$29,000 | B | 1% |
| Crown 2-dr hard top | 65 | 3,974 | \$16,500 | C | n/c |
| Crown convertible | 65 | 633 | \$23,000 | C | -19% |
| JEEP/WILLYS | | | | | |
| CJ-2A | 45-49 | 214,760 | \$9,000 | C | -12% |
| Jeepster | 48-52 | n/a | \$21,000 | C | 7% |
| CJ-3A | 49-53 | 138,120 | \$8,500 | C | -8% |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---------------------------------|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| CJ-3B | 53–68 | 178,854 | \$9,500 | C | -2% |
| CJ-5 | 55–71 | 603,303 | \$9,000 | C | 9% |
| CJ-5 | 72–83 | inc. | \$11,000 | C | n/c |
| CJ-7 | 76–86 | 379,659 | \$16,500 | D | 7% |
| CJ-8 Scrambler | 81–86 | 27,783 | \$23,000 | D | -6% |
| Grand Wagoneer | 84–86 | 47,798 | \$21,000 | C | -Adj. |
| Grand Wagoneer | 87–91 | 54,087 | \$24,000 | C | 14% |
| KAISER-DARRIN | | | | | |
| 161 | 54 | 435 | \$93,000 | B | n/c |
| LASALLE | | | | | |
| 303, closed | 27–28 | 26,806 | \$26,000 | 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. | \$76,000 | B | n/c |
| 340, closed | 30 | 11,005 | \$22,500 | C | n/c |
| 340, open | 30 | inc. | \$82,500 | B | n/c |
| 345A, closed | 31 | 10,103 | \$33,000 | C | n/c |
| 345A, open | 31 | inc. | \$58,000 | B | -17% |
| 345B, closed | 32 | 3,290 | \$39,500 | C | n/c |
| 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 |
| LINCOLN | | | | | |
| Model L, closed | 20–30 | 65,149 | \$26,500 | C | -17% |
| Model L, open | 20–30 | inc. | \$80,000 | C | 19% |
| Model K, closed | 31 | 3,540 | \$52,500 | C | n/c |
| Model K, open | 31 | inc. | \$89,000 | C | n/c |
| Model KA, closed | 32–34 | 4,917 | \$27,500 | C | -11% |
| Model KA, open | 32–34 | inc. | \$125,000 | C | n/c |
| Model KB, closed | 32–34 | 2,788 | \$48,500 | C | -4% |
| Model KB, open | 32–34 | inc. | \$123,000 | C | n/c |
| Model K, closed | 35–39 | 4,452 | \$61,000 | C | -Adj. |
| Model K, open | 35–39 | inc. | \$117,500 | C | n/c |
| Zephyr Continental, convertible | 40 | 350 | \$46,000 | B | n/c |
| Zephyr Continental, coupe | 40 | 54 | \$42,000 | C | n/c |
| Continental convertible | 41 | 400 | \$38,500 | B | n/c |
| Continental coupe | 41 | 850 | \$24,500 | C | -13% |
| Continental convertible | 42 | 136 | \$60,500 | B | n/c |
| Continental coupe | 42 | 200 | \$27,000 | C | n/c |
| Continental convertible | 46 | 265 | \$38,000 | C | n/c |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|-----------------------------------|-------|-----------|-----------|---------------|-----------------|
| | | | Median | | |
| Continental coupe | 46 | 201 | \$18,000 | C | 10% |
| Continental convertible | 47 | 738 | \$27,500 | C | -2% |
| Continental coupe | 47 | 831 | \$18,000 | C | n/c |
| Continental convertible | 48 | 452 | \$25,000 | C | -Adj. |
| Continental coupe | 48 | 847 | \$21,000 | C | -9% |
| Cosmopolitan convertible | 49 | 1,230 | \$38,500 | C | -1% |
| Cosmopolitan convertible | 50 | 536 | \$40,500 | 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 | \$28,500 | C | -Adj. |
| Capri convertible | 54 | 1,951 | \$35,000 | C | n/c |
| Capri convertible | 55 | 1,487 | \$40,000 | C | n/c |
| Continental Mark II 2-dr hard top | 56 | 2,550 | \$33,500 | C | -5% |
| Premiere 2-dr hard top | 56 | 19,619 | \$24,000 | C | 2% |
| Premiere convertible | 56 | 2,447 | \$33,500 | C | -1% |
| Continental Mark II 2-dr hard top | 57 | 444 | \$35,000 | C | 1% |
| Premiere 2-dr hard top | 57 | 15,185 | \$26,500 | D | n/c |
| Premiere convertible | 57 | 3,676 | \$37,000 | C | n/c |
| Continental Mark III convertible | 58 | 3,048 | \$37,500 | C | -3% |
| Continental Mark IV convertible | 59 | 2,195 | \$38,500 | C | -1% |
| Continental Mark V convertible | 60 | 2,044 | \$21,000 | C | n/c |
| Continental 4-dr convertible | 61 | 2,857 | \$49,500 | C | -4% |
| Continental 4-dr convertible | 62 | 3,212 | \$55,000 | C | 10% |
| Continental 4-dr convertible | 63 | 3,138 | \$44,500 | C | n/c |
| Continental 4-dr convertible | 64 | 3,328 | \$39,500 | C | 16% |
| Continental 4-dr convertible | 65 | 3,356 | \$47,500 | C | +Adj. |
| Continental 4-dr convertible | 66 | 3,180 | \$43,000 | C | +Adj. |
| Continental 4-dr convertible | 67 | 2,276 | \$67,000 | C | +Adj. |
| MARMON | | | | | |
| E-75 | 27 | n/a | \$47,500 | B | n/c |
| Big Eight | 30-31 | n/a | \$59,500 | B | n/c |
| Sixteen, closed | 31-33 | 400 | \$160,000 | A | n/c |
| Sixteen, open | 31-33 | inc. | \$766,500 | A | n/c |
| MERCURY | | | | | |
| Cyclone GT | 66 | 13,812 | \$32,000 | C | n/c |
| Cyclone GT convertible | 66 | 2,158 | \$35,000 | C | -6% |
| 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 | n/c |
| Cougar GT 390 | 67 | 8,444 | \$20,000 | C | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|--------|------------------|------------------|--------------------|
| Cyclone GT | 67 | 3,419 | \$32,000 | C | 5% |
| Cyclone GT convertible (Add \$7,500 for 390 engine; \$20,000 for 427 engine.) | 67 | 376 | \$33,500 | C | n/c |
| Cougar | 68 | 81,014 | \$18,000 | C | n/c |
| Cougar XR-7 | 68 | 32,712 | \$20,000 | C | 9% |
| Cougar GT-E | 68 | 602 | \$49,500 | C | n/c |
| Cyclone GT | 68 | 6,439 | \$25,500 | C | n/c |
| Cougar | 69 | 66,331 | \$18,000 | C | n/c |
| Cougar XR-7 | 69 | 23,918 | \$35,000 | C | +Adj. |
| Cougar Eliminator | 69 | 2,250 | \$54,500 | C | 11% |
| Cougar convertible | 69 | 5,796 | \$14,500 | C | -Adj. |
| Cougar XR-7 convertible | 69 | 4,024 | \$66,000 | C | 10% |
| 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 | \$85,500 | C | -9% |
| Cougar convertible | 70 | 2,322 | \$24,000 | C | -5% |
| Cougar XR-7 convertible | 70 | 1,977 | \$49,500 | C | 4% |
| Cyclone GT | 70 | 10,170 | \$23,000 | C | n/c |
| Cyclone Spoiler | 70 | 1,631 | \$46,000 | C | 19% |
| Cougar convertible | 71 | 1,723 | \$16,500 | D | 12% |
| Cougar XR-7 convertible | 71 | 1,717 | \$20,500 | D | n/c |
| Cyclone GT | 71 | 2,287 | \$17,500 | C | n/c |
| Cyclone Spoiler (Add 50% for 429 CJ or SCJ.) | 71 | 353 | \$32,500 | C | n/c |
| Cougar convertible | 72 | 1,240 | \$11,500 | D | n/c |
| Cougar XR-7 convertible | 72 | 1,929 | \$17,000 | D | 7% |
| Cougar convertible | 73 | 1,284 | \$15,000 | D | +Adj. |
| Cougar XR-7 convertible (For Eliminator, add 20% for Boss 302 engine; 25% for 428 CJ.) | 73 | 3,165 | \$16,000 | D | -5% |
| Marauder (For all Mercurys: Add 20% for 4-sp.) | 03-04 | 11,052 | \$5,000 | D | -18% |
| MUNTZ | | | | | |
| Jet | 51-54 | 394 | \$83,000 | B | -15% |
| NASH | | | | | |
| Sakhnoffsky Special | 40 | n/a | \$70,000 | A | n/c |
| Metropolitan hard top | 54-62 | n/a | \$11,500 | C | 3% |
| Metropolitan convertible (Also marketed by AMC and Hudson.) | 54-62 | n/a | \$16,500 | B | n/c |

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Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--------------------------------|-------|--------------|------------------|------------------|--------------------|
| OLDSMOBILE | | | | | |
| Model R "Curved Dash" runabout | 01–03 | 6,849 | \$49,000 | C | 6% |
| Cutlass 442 | 64 | 2,999 | \$34,500 | C | 7% |
| Cutlass 442 | 65 | 21,535 | \$31,000 | C | n/c |
| Cutlass 442 | 66 | 19,144 | \$26,500 | C | -18% |
| Cutlass 442 convertible | 66 | 2,853 | \$44,000 | C | -Adj. |
| Toronado | 66 | 40,963 | \$17,000 | C | +Adj. |
| Cutlass 442 | 67 | 21,749 | \$30,500 | C | n/c |
| Cutlass 442 convertible | 67 | 3,080 | \$34,000 | C | -11% |
| Toronado | 67 | 21,790 | \$17,000 | C | -3% |
| 442 | 68 | 26,724 | \$24,000 | C | -9% |
| 442 convertible | 68 | 5,142 | \$34,000 | C | -9% |
| 442 W-30 | 68 | 1,911 | \$61,500 | B | n/c |
| Hurst/Olds | 68 | 515 | \$83,500 | C | n/c |
| Toronado | 68 | 26,454 | \$13,000 | C | -19% |
| 442 | 69 | 20,794 | \$26,500 | C | -7% |
| 442 convertible | 69 | 4,296 | \$31,000 | C | -Adj. |
| 442 W-30 | 69 | 1,389 | \$39,500 | B | -Adj. |
| Hurst/Olds | 69 | 914 | \$68,000 | C | -2% |
| Toronado | 69 | 28,494 | \$25,000 | C | +Adj. |
| 442 | 70 | 13,561 | \$28,500 | C | -1% |
| 442 convertible | 70 | 2,669 | \$55,000 | B | -2% |
| 442 W-30 | 70 | 3,100 | \$84,500 | B | -3% |
| 442 W-30 convertible | 70 | 264 | \$154,000 | B | n/c |
| 442 Rallye 350 | 70 | 3,547 | \$26,000 | 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 | \$12,000 | C | +Adj. |
| 442 | 71 | 5,475 | \$23,000 | C | n/c |
| 442 convertible | 71 | 1,194 | \$73,500 | B | 5% |
| 442 W-30 | 71 | 810 | \$55,000 | B | n/c |
| 442 W-30 convertible | 71 | 110 | \$82,500 | B | -4% |
| Cutlass SX455 | 71 | 1,820 (inc.) | \$20,000 | C | n/c |
| Cutlass SX455 convertible | 71 | 357 (inc.) | \$27,500 | C | n/c |
| 442 | 72 | 8,015 | \$27,500 | C | -4% |
| 442 convertible | 72 | 928 | \$39,500 | C | +Adj. |
| 442 W-30 | 72 | 659 | \$49,000 | C | n/c |
| 442 W-30 convertible | 72 | 113 | \$88,000 | B | n/c |
| Hurst 442 | 72 | 499 | \$38,500 | C | 17% |
| 442 Pace Car convertible | 72 | 130 | \$59,500 | C | n/c |

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

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|---|-------|---------|------------------|------------------|--------------------|
| PACKARD | | | | | |
| Six, closed | 23-28 | 118,668 | \$16,500 | C | 3% |
| Six, open | 23-28 | inc. | \$37,500 | C | -18% |
| Eight, closed | 23-28 | 28,599 | \$30,500 | C | n/c |
| Eight, open | 23-28 | inc. | \$94,500 | B | 9% |
| Eight Speedster | 29-30 | 183 | \$1,127,500 | B | n/c |
| Custom Eight, closed | 29-30 | 16,001 | \$46,000 | C | 16% |
| Custom Eight, open | 29-30 | inc. | \$83,000 | B | n/c |
| Deluxe Eight, closed | 29-32 | 8,850 | \$40,000 | C | n/c |
| Deluxe Eight, open | 29-32 | inc. | \$242,000 | B | + Adj. |
| Eight, closed | 29-32 | 75,716 | \$26,500 | C | n/c |
| Eight, open | 29-32 | inc. | \$70,000 | B | n/c |
| Light Eight, closed | 32 | 6,750 | \$45,000 | C | n/c |
| Light Eight, open | 32 | inc. | \$154,500 | B | n/c |
| Twin Six, closed | 32 | 549 | \$63,000 | C | n/c |
| Twin Six, open | 32 | inc. | \$293,500 | B | n/c |
| Eight, closed | 33-36 | 16,854 | \$41,000 | C | n/c |
| Eight, open | 33-36 | inc. | \$144,000 | B | -10% |
| Super Eight, closed | 33-36 | 5,942 | \$49,500 | C | -12% |
| Super Eight, open | 33-36 | inc. | \$181,500 | B | -3% |
| Twelve, closed | 33-36 | 2,950 | \$121,000 | C | 2% |
| Twelve, open | 33-36 | inc. | \$262,500 | A | 1% |
| One Twenty, closed | 35-37 | 130,137 | \$23,000 | C | -15% |
| One Twenty, open | 35-37 | inc. | \$64,000 | B | 10% |
| Super Eight, closed | 37-39 | 12,233 | \$51,500 | C | 15% |
| Super Eight, open | 37-39 | inc. | \$104,500 | B | -16% |
| Twelve, closed | 37-39 | 2,312 | \$66,000 | C | n/c |
| Twelve, open | 37-39 | inc. | \$170,500 | B | n/c |
| Eight, closed | 38 | 22,624 | \$18,500 | C | n/c |
| Eight, open | 38 | inc. | \$33,000 | B | n/c |
| One-Twenty, closed | 39-41 | 62,885 | \$28,000 | C | n/c |
| One-Twenty, open | 39-41 | inc. | \$49,500 | B | n/c |
| Super Eight (One-Sixty), closed | 40-42 | 11,767 | \$29,500 | B | n/c |
| Super Eight (One-Sixty), open | 40-42 | inc. | \$66,000 | B | n/c |
| Custom Super Eight (One-Eighty), closed | 40-42 | 3,502 | \$26,000 | C | -19% |
| Custom Super Eight (One-Eighty), open | 40-42 | inc. | \$329,500 | B | -2% |
| Super Clipper Eight | 46-47 | 9,726 | \$20,000 | C | n/c |
| Custom Super Clipper Eight | 46-47 | 7,162 | \$25,000 | B | n/c |
| Eight Standard/Deluxe | 48-50 | 190,202 | \$15,500 | D | -19% |
| Eight Super | 48-50 | 43,696 | \$36,500 | C | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|----------------------------|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| Eight Custom | 48–50 | 12,347 | \$28,500 | C | 11% |
| 200 | 51–52 | 118,082 | \$4,500 | D | n/c |
| 250 | 51–52 | 9,841 | \$29,000 | C | n/c |
| Patrician 400 | 51–52 | 12,976 | \$20,000 | C | n/c |
| Cavalier | 53 | 15,949 | \$8,500 | C | +Adj. |
| Cavalier convertible | 53 | 1,518 | \$29,500 | B | n/c |
| Caribbean convertible | 53 | 750 | \$44,000 | B | -6% |
| Caribbean convertible | 54 | 400 | \$53,500 | B | n/c |
| Four-Hundred | 55 | 7,206 | \$27,500 | B | n/c |
| Caribbean convertible | 55 | 500 | \$51,500 | B | -8% |
| Four-Hundred | 56 | 3,224 | \$21,000 | B | n/c |
| Caribbean convertible | 56 | 276 | \$78,000 | B | n/c |
| Clipper | 57 | 4,809 | \$10,500 | D | n/c |
| Hawk | 58 | 588 | \$63,500 | C | -7% |
| PIERCE-ARROW | | | | | |
| Six, closed | 21–28 | n/a | \$28,500 | C | n/c |
| Six, open | 21–28 | n/a | \$60,500 | B | n/c |
| Eight, closed | 29–32 | n/a | \$38,500 | B | n/c |
| Eight, open | 29–32 | n/a | \$89,500 | B | n/c |
| Twelve, closed | 32 | n/a | \$176,000 | B | n/c |
| Twelve, open | 32 | n/a | \$291,000 | B | n/c |
| Eight, closed | 33–35 | n/a | \$44,000 | C | n/c |
| Eight, open | 33–35 | n/a | \$89,000 | B | n/c |
| Twelve, closed | 33–35 | n/a | \$75,000 | B | n/c |
| Twelve, open | 33–35 | n/a | \$290,000 | A | n/c |
| PLYMOUTH | | | | | |
| Barracuda | 64 | 23,443 | \$14,000 | C | -14% |
| Barracuda | 65 | 55,217 | \$10,000 | C | -1% |
| Barracuda Formula S | 65 | 9,379 | \$16,500 | C | n/c |
| Barracuda | 66 | 32,713 | \$10,000 | C | -3% |
| Barracuda Formula S | 66 | 5,316 | \$19,500 | C | n/c |
| Hemi Belvedere | 66 | 677 | \$63,500 | B | n/c |
| Hemi Satellite | 66 | 817 | \$61,500 | B | -16% |
| Hemi Satellite convertible | 66 | 27 | \$168,000 | B | n/c |
| Barracuda | 67 | 58,306 | \$25,000 | C | 5% |
| Barracuda convertible | 67 | 4,228 | \$33,000 | C | n/c |
| Barracuda Formula S 273 | 67 | 5,352 | \$27,500 | C | n/c |
| Barracuda Formula S 383 | 67 | 1,784 | \$35,500 | C | n/c |
| Hemi Belvedere | 67 | 55 | \$84,500 | B | n/c |
| GTX | 67 | 11,429 | \$30,000 | C | 2% |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|-------------------------------------|-------|--------|-----------|---------------|-----------------|
| | | | Median | | |
| GTX convertible | 67 | 680 | \$34,000 | C | n/c |
| Hemi GTX | 67 | 720 | \$58,500 | B | -16% |
| Hemi GTX convertible | 67 | inc. | \$143,000 | 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 | \$21,500 | C | -12% |
| Barracuda convertible | 68 | 2,840 | \$17,000 | C | n/c |
| Barracuda Formula S 340 | 68 | 3,724 | \$24,000 | C | n/c |
| Barracuda Formula S 383 | 68 | 1,056 | \$44,000 | C | +Adj. |
| Barracuda Formula S 383 convertible | 68 | 64 | \$37,000 | C | n/c |
| Barracuda Super Stock Hemi | 68 | 70 | \$159,500 | B | n/c |
| GTX | 68 | 17,914 | \$43,500 | C | 1% |
| GTX convertible | 68 | 1,026 | \$55,500 | C | n/c |
| Hemi GTX | 68 | 446 | \$66,500 | B | -2% |
| Hemi GTX convertible | 68 | inc. | \$195,500 | B | n/c |
| Road Runner | 68 | 44,599 | \$38,500 | C | n/c |
| Hemi Road Runner | 68 | 1,019 | \$72,500 | B | -7% |
| Barracuda | 69 | 30,545 | \$26,000 | C | n/c |
| Barracuda 440 | 69 | 340 | \$55,000 | C | 13% |
| 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 | \$44,500 | C | n/c |
| GTX | 69 | 14,902 | \$49,500 | C | 10% |
| GTX convertible | 69 | 700 | \$57,000 | C | 13% |
| Hemi GTX | 69 | 198 | \$77,000 | B | n/c |
| Hemi GTX convertible | 69 | 11 | \$179,500 | B | n/c |
| Road Runner | 69 | 82,292 | \$36,500 | C | -6% |
| Road Runner convertible | 69 | 2,128 | \$51,000 | C | 4% |
| Road Runner 440 Six Pack | 69 | 3,929 | \$68,000 | B | -4% |
| Hemi Road Runner | 69 | 788 | \$102,000 | B | -17% |
| Barracuda Gran Coupe | 70 | 7,886 | \$56,000 | C | 9% |
| Barracuda convertible | 70 | 1,387 | \$60,000 | C | n/c |
| 'Cuda 340/383 | 70 | 13,351 | \$60,500 | C | +Adj. |
| 'Cuda 440 | 70 | 952 | \$78,000 | C | 12% |
| 'Cuda 440 Six Pack | 70 | 1,992 | \$71,500 | B | -11% |
| 'Cuda 340 convertible | 70 | 262 | \$95,500 | C | n/c |
| 'Cuda 383 convertible | 70 | 209 | \$96,500 | C | n/c |
| 'Cuda 440 convertible | 70 | 34 | \$152,500 | C | 7% |
| 'Cuda 440 Six Pack convertible | 70 | 29 | \$185,000 | B | n/c |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

AMERICAN CARS

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--------------------------------|-------|--------|------------------|------------------|--------------------|
| AAR 'Cuda | 70 | 2,724 | \$87,500 | B | 10% |
| Hemi 'Cuda | 70 | 652 | \$172,000 | A | n/c |
| Hemi 'Cuda convertible | 70 | 18 | \$1,980,000 | A | n/c |
| GTX | 70 | 7,748 | \$42,000 | C | -Adj. |
| GTX 440 Six Pack | 70 | 678 | \$99,500 | C | 9% |
| Hemi GTX | 70 | 72 | \$110,000 | B | n/c |
| Road Runner | 70 | 40,660 | \$44,000 | C | n/c |
| Road Runner 440 Six Pack | 70 | inc. | \$58,000 | B | -5% |
| Road Runner convertible | 70 | 824 | \$45,000 | C | n/c |
| Hemi Road Runner | 70 | 301 | \$126,500 | B | n/c |
| Superbird | 70 | 1,084 | \$143,000 | B | -9% |
| Superbird 440 Six Pack | 70 | 716 | \$176,000 | B | -12% |
| Hemi Superbird | 70 | 135 | \$280,500 | B | n/c |
| Barracuda Gran Coupe | 71 | 1,615 | \$31,500 | C | n/c |
| Barracuda convertible | 71 | 1,014 | \$78,000 | C | n/c |
| 'Cuda | 71 | 6,228 | \$67,500 | C | 6% |
| 'Cuda 440 Six Pack | 71 | 237 | \$126,500 | B | +Adj. |
| 'Cuda 340 convertible | 71 | 374 | \$110,000 | C | 6% |
| 'Cuda 383 convertible | 71 | inc. | \$105,000 | C | n/c |
| 'Cuda 440 Six Pack convertible | 71 | 18 | \$1,155,000 | B | n/c |
| Hemi 'Cuda | 71 | 107 | \$374,000 | A | n/c |
| Hemi 'Cuda convertible | 71 | 12 | \$3,155,000 | A | n/c |
| GTX | 71 | 2,942 | \$45,000 | C | +Adj. |
| GTX 440 Six Pack | 71 | 135 | \$74,500 | C | n/c |
| Hemi GTX | 71 | 30 | \$313,500 | B | n/c |
| Road Runner | 71 | 14,218 | \$33,000 | C | 8% |
| Road Runner 440 Six Pack | 71 | 246 | \$110,000 | C | +Adj. |
| Hemi Road Runner | 71 | 55 | \$137,500 | B | n/c |
| 'Cuda | 72 | 7,828 | \$40,500 | C | 19% |
| Road Runner | 72 | 7,628 | \$31,500 | C | +Adj. |
| 'Cuda | 73 | 10,626 | \$35,000 | D | -7% |
| Road Runner | 73 | 19,056 | \$18,500 | C | -15% |
| 'Cuda | 74 | 4,989 | \$31,000 | D | 16% |
| Road Runner | 74 | 11,555 | \$20,000 | C | n/c |
| Prowler | 97 | 457 | \$32,000 | D | 3% |
| Prowler | 99–00 | 6,667 | \$28,000 | D | -2% |
| 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.)

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| PONTIAC | | | | | |
| Safari wagon | 55 | 3,760 | \$33,000 | C | n/c |
| Safari wagon | 56 | 4,042 | \$41,500 | C | -1% |
| Safari wagon | 57 | 1,292 | \$42,000 | C | -3% |
| Bonneville convertible | 57 | 630 | \$123,000 | B | n/c |
| Bonneville convertible | 58 | 3,096 | \$97,000 | C | -Adj. |
| Bonneville convertible | 59 | 11,426 | \$61,500 | C | n/c |
| <i>(For 1957–59 add 20% for Tri-Power; 30% for fuel injection.)</i> | | | | | |
| 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 | \$145,500 | B | 6% |
| 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 | \$36,500 | C | 1% |
| GTO convertible | 64 | 6,644 | \$48,000 | B | -17% |
| GTO | 65 | 64,041 | \$47,500 | C | 3% |
| GTO convertible | 65 | 11,311 | \$53,000 | B | 4% |
| GTO | 66 | 84,148 | \$42,000 | C | -4% |
| GTO convertible | 66 | 12,798 | \$55,000 | B | n/c |
| <i>(For 1964–66, add 35% for Tri-Power.)</i> | | | | | |
| Firebird V8 | 67 | 46,196 | \$31,500 | C | + Adj. |
| Firebird V8 convertible | 67 | inc. | \$30,500 | C | n/c |
| Firebird 400 | 67 | 18,700 | \$31,000 | C | n/c |
| Firebird 400 convertible | 67 | 18,632 | \$43,000 | C | n/c |
| GTO | 67 | 72,205 | \$42,500 | C | 1% |
| GTO convertible | 67 | 9,517 | \$57,000 | B | n/c |
| Firebird V8 | 68 | 70,118* | \$24,000 | C | 5% |
| Firebird V8 convertible | 68 | inc. | \$28,000 | C | 4% |
| Firebird 400 | 68 | 18,500* | \$30,000 | C | n/c |
| Firebird 400 convertible | 68 | 3,500* | \$37,500 | C | n/c |
| GTO | 68 | 77,704 | \$29,500 | C | 8% |
| GTO convertible | 68 | 9,980 | \$37,500 | B | -2% |
| Firebird V8 | 69 | 84,438 | \$25,500 | C | -1% |
| Firebird V8 convertible | 69 | inc. | \$29,500 | C | 2% |
| Firebird 400 | 69 | inc. | \$30,500 | C | n/c |
| Firebird 400 convertible | 69 | inc. | \$44,500 | C | n/c |
| Trans Am | 69 | 697 | \$113,000 | B | 2% |

Adj: adjustment of 20% or more; NL†: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|---------|-----------|---------------|-----------------|
| | | | Median | | |
| GTO | 69 | 58,126 | \$30,000 | C | -3% |
| GTO convertible | 69 | 7,328 | \$45,000 | C | n/c |
| GTO Judge | 69 | 6,725 | \$65,500 | B | -6% |
| GTO Judge convertible | 69 | 108 | \$121,000 | B | -4% |
| <i>(For 1967–69, add 40% for Ram Air III; 75% for Ram Air IV.)</i> | | | | | |
| Firebird Formula | 70 | 7,708 | \$29,000 | C | n/c |
| Trans Am | 70 | 3,196 | \$54,000 | C | n/c |
| GTO | 70 | 32,737 | \$34,000 | C | 4% |
| GTO convertible | 70 | 3,615 | \$54,500 | C | 11% |
| GTO Judge | 70 | 3,629 | \$60,500 | C | 10% |
| GTO Judge convertible | 70 | 168 | \$139,000 | C | -1% |
| Firebird Formula | 71 | 7,802 | \$36,000 | C | -1% |
| Trans Am | 71 | 2,116 | \$56,000 | C | -2% |
| GTO | 71 | 9,497 | \$37,500 | C | +Adj. |
| GTO convertible | 71 | 357 | \$41,000 | C | 6% |
| GTO Judge | 71 | 661 | \$73,500 | C | n/c |
| GTO Judge convertible | 71 | 17 | \$160,000 | C | n/c |
| Firebird Formula | 72 | 5,250 | \$33,500 | C | -1% |
| Trans Am | 72 | 1,286 | \$60,000 | C | 1% |
| GTO | 72 | 5,807 | \$26,500 | C | -13% |
| <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 | n/c |
| Trans Am | 73 | 4,550 | \$41,000 | C | -16% |
| Trans Am SD-455 | 73 | 252 | \$88,000 | B | -Adj. |
| GTO | 73 | 4,806 | \$15,500 | C | n/c |
| Firebird Formula SD-455 | 74 | 58 | \$59,000 | B | n/c |
| Trans Am | 74 | 4,664 | \$29,500 | D | -18% |
| Trans Am SD-455 | 74 | 943 | \$59,500 | B | -4% |
| <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 | \$17,500 | D | -2% |
| Trans Am 455 | 75 | 857 | \$33,000 | D | n/c |
| Trans Am | 76 | 37,015 | \$28,000 | D | 6% |
| Trans Am 455 | 76 | 7,099 | \$29,500 | D | n/c |
| Trans Am | 77 | 68,744 | \$37,500 | D | n/c |
| Trans Am | 78 | 93,341 | \$25,500 | D | -1% |
| Trans Am | 79 | 109,608 | \$22,000 | D | 2% |
| Trans Am 10th Anniversary | 79 | 7,500 | \$26,500 | D | -3% |
| Trans Am | 80 | 45,196 | \$18,500 | D | -6% |
| Trans Am Turbo Pace Car | 80 | 5,700 | \$28,000 | D | +Adj. |

| | Years | # Made | Values | Invest. Grade | Median % Change |
|---|-------|---------|-------------|---------------|-----------------|
| | | | Median | | |
| Trans Am | 81 | 31,493 | \$19,000 | D | -6% |
| Trans Am Turbo Pace Car | 81 | 2,000 | \$20,000 | D | n/c |
| Trans Am | 82–92 | 273,468 | \$11,500 | D | 10% |
| Trans Am 15th Anniversary | 84 | 1,500 | \$14,500 | D | n/c |
| Trans Am 20th Anniversary Pace Car | 89 | 1,555 | \$32,500 | C | 6% |
| Trans Am | 93–97 | 50,382 | \$10,000 | D | -11% |
| Trans Am convertible | 93–97 | inc. | \$11,000 | D | -8% |
| Trans Am 25th Anniversary | 94 | 1,825 | \$13,000 | D | +Adj. |
| Trans Am 25th Anniversary convertible | 94 | 250 | \$22,000 | D | 5% |
| Trans Am | 98–02 | 76,467 | \$13,500 | D | -6% |
| Trans Am convertible | 98–02 | inc. | \$18,500 | D | 5% |
| Trans Am 30th Anniversary | 99 | 1,065 | \$29,500 | D | 1% |
| Trans Am 30th Anniversary convertible | 99 | 535 | \$44,000 | D | -9% |
| GTO coupe | 04–06 | 40,808 | \$17,500 | D | 14% |
| Solstice convertible | 06–10 | 64,458 | \$8,000 | D | 9% |
| Solstice GXP convertible | 07–09 | inc. | \$10,500 | D | 4% |
| G8 GXP | 08–09 | 1,829 | \$36,500 | D | -8% |
| Solstice GXP coupe | 09–10 | 1,266 | \$36,000 | C | 5% |
| <i>(For all Pontiacs: Add 20% for 4-sp.)</i> | | | | | |
| SHELBY | | | | | |
| Cobra 260 | 62–63 | 75 | \$783,500 | A | n/c |
| Cobra 289 | 63–65 | 580 | \$962,500 | A | n/c |
| <i>(Deduct 10% for worm-and-sector steering.)</i> | | | | | |
| Cobra 427 | 65–67 | 260 | \$1,586,500 | A | 15% |
| <i>(Deduct 20% for 428; chassis # 3200–3300, approx.)</i> | | | | | |
| Cobra 427 S/C | 66 | 27 | \$2,904,000 | A | n/c |
| Daytona | 64 | 6 | \$4,400,000 | A | n/c |
| GT350 | 65 | 521 | \$401,000 | A | 6% |
| GT350 R | 65 | 36 | \$810,000 | A | n/c |
| GT350 | 66 | 1,368 | \$205,000 | A | 6% |
| GT350 H | 66 | 999 | \$137,500 | A | n/c |
| <i>(Deduct 20% for automatic.)</i> | | | | | |
| GT350 | 67 | 1,175 | \$148,500 | A | 17% |
| GT500 | 67 | 2,048 | \$165,000 | A | n/c |
| <i>(Deduct 20% for automatic.)</i> | | | | | |
| GT350 | 68 | 803 | \$83,000 | A | 4% |
| GT350 convertible | 68 | 404 | \$102,500 | A | -4% |
| GT350 H | 68 | 224 | \$88,000 | A | -1% |
| GT500 | 68 | 1,044 | \$98,000 | A | n/c |
| GT500 convertible | 68 | 402 | \$114,000 | A | -4% |

Adj: adjustment of 20% or more; NLT: New Listing
 *approximate production numbers; **total number produced all variants;
 inc.—included in the above production number

| | Years | # Made | Values Median | Invest. Grade | Median % Change |
|--|-------|--------|------------------|------------------|--------------------|
| GT500 KR | 68 | 1,053 | \$165,000 | A | +Adj. |
| GT500 KR convertible | 68 | 517 | \$140,000 | A | -3% |
| GT350 | 69–70 | 935 | \$77,000 | B | n/c |
| GT350 convertible | 69–70 | 194 | \$84,500 | B | -13% |
| GT500 | 69–70 | 1,534 | \$95,500 | B | 3% |
| GT500 convertible | 69–70 | 335 | \$152,000 | B | 8% |
| <i>(Add 25% for Drag Pak. Deduct 20% for automatic.)</i> | | | | | |
| Series 1 | 99 | 249 | \$117,500 | C | -3% |
| STUDEBAKER | | | | | |
| President, closed | 28–32 | 50,954 | \$20,500 | C | n/c |
| President, open | 28–32 | inc. | \$94,000 | B | n/c |
| 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 | \$29,000 | C | -7% |
| Golden Hawk | 56 | 4,071 | \$27,500 | C | 10% |
| Golden Hawk | 57 | 4,356 | \$31,500 | C | -15% |
| Golden Hawk | 58 | 878 | \$28,500 | C | -16% |
| Gran Turismo Hawk | 62 | 8,335 | \$16,500 | C | -1% |
| Avanti R1 | 63 | 3,834 | \$23,500 | C | -12% |
| Avanti R2 Supercharged | 63 | inc. | \$38,500 | C | 1% |
| Gran Turismo Hawk | 63 | 4,634 | \$12,000 | C | 1% |
| Avanti R1 | 64 | 809 | \$20,500 | C | n/c |
| Avanti R2 Supercharged | 64 | inc. | \$42,000 | C | n/c |
| Gran Turismo Hawk V8 | 64 | 1,548 | \$31,500 | C | 6% |
| Avanti II | 65–83 | 2,241* | \$10,000 | D | -Adj. |
| <i>(The Avanti II was not built by Studebaker, but by former dealer, Nathan Altman.)</i> | | | | | |
| TUCKER | | | | | |
| Torpedo | 48 | 51 | \$1,792,500 | A | -2% |
| VECTOR | | | | | |
| W8 | 85–92 | 18 | \$548,000 | C | n/c |
| M12 | 95–99 | 17 | \$176,000 | D | n/c |

SCM 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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