

Supplement to Sports Car Market

Keith Martin's Sports Car Market

The Insider's Guide to Collecting, Investing, Values and Trends

THE 2024 POCKET PRICE GUIDE

Essential Information You Need to Know!

- Over 1,000 Up-to-Date Prices
- Includes Sports, Classics & Muscle Cars

28th
ANNUAL EDITION

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The Ones That Matter

Welcome to the 2024 SCM Pocket Price Guide. For this year's edition, we have leveraged the expertise of our team of auction analysts and marque experts to bring you the smartest value guide in the collector-car market. We asked each of our contributors to identify the models that make up the bulk of today's auction action, cars that are both interesting to collectors and exciting to bidders. This clean-sheet approach yielded more than 1,000 valuations covering the breadth of the market and reflecting those vehicles that we report on every month in the pages of Sports Car Market.

We hope you use the Pocket Price Guide as a starting point for your research. Our price ranges are meant to get you "in the ballpark," but we would be remiss if we did not also encourage you to dig deeper. There is more pricing information at hand today than ever before, from online sources such as the SCM Platinum Auction Database to sales results published by auction companies themselves. With online auctions happening around the clock, "current" prices can change almost as rapidly as in the stock market.

With easier access to information, we have seen condition and specification having a greater impact on sales prices. Buyers have been willing to pay up for the best-quality cars. In certain segments, the market has begun moving more quickly. Some models have experienced sharp increases in sold prices, with every auction result topping the one previous, only to slide back in a matter of months when demand is satisfied. These trends just reinforce the need to do your homework in deciding how much to spend for any collector car.

That said, although our vehicles may be financial instruments, they are first and foremost cars. If you enjoy your collector cars, whether by driving or showing them or just admiring them in your garage, you have earned returns on your investment no matter the price. — **Jeff Sabatini, Editor-in-Chief, Sports Car Market**

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2024 Pocket Price Guide

Production Numbers:

Numbers listed are the best available but may include estimates.

- n/a** production number not available
- inc.** Number is included above in the larger production number for the model

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 bring strong money when they are offered for sale. They embody the attributes of style, performance, historical significance, rarity and competition history that typify first-rank collectibles. Examples are the Ferrari 250 GT SWB, the Mercedes-Benz 300SL and the 1963 Chevrolet Corvette Z06.

B Grade: Cars that have something special about them, often technical innovation, style or competition provenance — but not usually all three. They were generally produced in far larger numbers than the A-tier cars. Examples include the Lamborghini Miura and the Ferrari 246 GT Dino.

C Grade: Cars that have some inherent interest but had few special or desirable characteristics. Examples include the Lamborghini Jalpa and the Triumph TR4A.

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. The Ferrari 400 series and first-generation Mazda RX-7 are examples.

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Listings by Make

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AC	36	Dodge	24	Morris	37
Acura	64	Dual-Ghia	25	Nissan	64
Alfa Romeo	54	Duesenberg	25	Oldsmobile	29
Allard	36	Facel Vega	69	Packard	29
Alvis	36	Ferrari	55	Panoz	29
AMC	18	Fiat	59	Pierce-Arrow	30
Amilcar	68	Ford	25	Plymouth	30
Amphicar	44	GMC	27	Pontiac	31
Apollo	18	Hispano-Suiza	69	Porsche	47
Aston Martin	36	Honda	64	Renault	69
Auburn	18	Iso	59	Rolls-Royce	41
Audi	44	Jaguar	38	Saleen	31
Austin	37	Jeep	27	Shelby	31
Austin-Healey	37	Jensen-Healey	39	Spyker	70
Bentley	38	Lamborghini	60	Studebaker	32
BMW	44	Lancia	60	Stutz	32
Bugatti	68	Land Rover	39	Talbot-Lago	70
Buick	18	LaSalle	27	Tesla	32
Cadillac	18	Lexus	65	Toyota	65
Chevrolet	19	Lincoln	27	Triumph	41
Chrysler	23	Lotus	39	Tucker	32
Citroën	68	Maserati	61	TVR	41
Cord	24	Mazda	64	Volkswagen	51
Datsun	64	McLaren	39	Volvo	70
Delage	69	Mercedes-Benz	45	Willys	27
Delahaye	69	Mercury	28		
DeLorean	24	MG	39		

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Shifting Into Reverse

A market correction has affected all but a few blue-chip muscle cars

Like many other segments of the market, muscle-car values have mostly reverted to pre-pandemic levels. It was bound to happen, but the combination of inflation, higher interest rates and economic uncertainty have brought those lofty numbers down quickly. The effect of inflation is especially insidious since those pre-pandemic values are worth much less in real dollars.

As always, some “blue chip” vehicles remain strong. For instance, 1970 Chevy LS6 Chevelles continue to power through the headwinds. Some other GM muscle, such as the 1968–70 Pontiac GTO (especially The Judge models) and 1970–74 Pontiac Firebirds are exhibiting renewed interest. The “Winged Warrior” Dodge Daytona and Plymouth Superbird likewise show resilience, as do the 1970–71 E-body Plymouth ‘Cuda and Dodge Challenger, but only those with 440 Six Pack or 426 Hemi power. The 1969–70 Ford Cobra Jet and Super Cobra Jet Mustangs continue to ride the small wave they caught in 2022. Overall, however, even low miles or rarity are no guarantee of an above-average sale in today’s muscle-car market.

With any storm there is a silver lining, and for buyers the market is now in their favor. A buyer’s market typically means less inventory to choose from, but with patience the right vehicle can be found. For the first time in a few years prices should remain realistic for most cars in this category and are unlikely to plummet further. This can be a great opportunity to add that dream muscle machine to your garage. —**Tom Glatch**





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AMERICAN

AMC

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
AMX	1968-70	19,133	\$30,000	\$50,000	B	↑
Rebel Machine	1970	2,362	\$45,000	\$75,000	B	

APOLLO

3500/5000 GT	1962-65	76	\$135,000	\$200,000	C	
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AUBURN

8-120 Boattail	1928-30	100	\$125,000	\$650,000	B	
12-160 Boattail	1931-34	25	\$300,000	\$800,000	B	
8-100 Convertible Sedan	1932	n/a	\$45,000	\$80,000	C	
8-851/852SC Boattail	1935-36	12	\$750,000	\$950,000	B	

BUICK

Skylark convertible	1953-54	2,526	\$56,000	\$140,000	C	
Roadmaster convertible	1954-56	12,398	\$49,000	\$100,000	C	↓
Roadmaster convertible	1957-58	5,544	\$69,000	\$121,000	C	↓
Riviera	1963-65	112,544	\$12,000	\$165,000	C	
Skylark GS 400	1965-67	37,075	\$17,000	\$58,000	C	↓
Skylark GS 400 convertible	1965-67	6,334	\$25,000	\$79,000	C	↓
Riviera	1966-70	227,639	\$13,000	\$52,000	C	↑
Skylark GS 400	1968-69	17,099	\$11,000	\$27,000	C	↓
Skylark GS 400 convertible	1968-69	2,018	\$20,000	\$69,000	C	↓
Skylark GS 400 Stage 1	1969	1,256	\$27,000	\$57,000	B	↑
Skylark GS 400 Stage 1 convertible	1969	212	\$38,000	\$85,000	B	↑
Skylark GS 455	1970-72	8,169	\$23,000	\$88,000	B	
Skylark GS 455 convertible	1970-72	1,475	\$24,000	\$97,000	B	
Skylark GS 455 Stage 1	1970-72	3,994	\$32,000	\$129,000	B	↑
Skylark GS 455 Stage 1 convertible	1970-72	394	\$41,000	\$132,000	B	↑
Skylark GSX/ Stage 1	1970-72	846	\$49,000	\$143,000	A	↑
Riviera	1971-73	101,618	\$11,000	\$73,000	C	↓
Grand National	1982-86	30,022	\$20,000	\$58,000	C	
GNX	1987	547	\$49,000	\$250,000	A	↑

CADILLAC

355-A 8	1931-35	10,709	\$75,000	\$260,000	C	
370-A V12	1931-35	10,347	\$275,000	\$675,000	B	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
452-A/C/D/EV-16	1931-35	4,076	\$850,000	\$1,250,000	B	
Series 62 convertible	1941	3,100	\$65,000	\$95,000	B	
Series 62 convertible	1947	6,755	\$50,000	\$85,000	B	
Series 62 convertible	1948	5,450	\$40,000	\$75,000	B	
Series 62 convertible	1950	6,986	\$32,000	\$75,000	B	
Series 62 Eldorado	1955	3,950	\$65,000	\$130,000	B	
Eldorado Brougham	1957-58	704	\$95,000	\$140,000	B	↑
Series 64 Biarritz	1959	1,320	\$145,000	\$190,000	B	
Eldorado convertible	1971-76	54,640	\$15,000	\$50,000	C	
Allante convertible	1987-93	21,433	\$8,000	\$15,000	D	
XLR-V convertible	2006-09	2,188	\$25,000	\$75,000	D	
CTS-V wagon	2011-14	2,139	\$36,000	\$80,000	B	

CHEVROLET

Bel Air 2-dr hard top	1955-57	480,370	\$27,000	\$94,000	C	
Bel Air convertible	1955-57	130,122	\$61,000	\$123,200	B	
Nomad wagon	1955-57	20,092	\$52,000	\$132,000	B	↑
All 1955-57 add 20% for fuel injection						
Impala 2-dr hard top	1958	125,480	\$43,000	\$80,000	D	↓
Impala convertible	1958	55,989	\$82,000	\$145,000	C	↓
El Camino	1959-60	36,409	\$63,000	\$127,000	C	↓
Impala 2-dr hard top	1959-60	490,000	\$33,000	\$74,000	D	
Impala convertible	1959-60	inc.	\$81,000	\$212,000	C	↓
Impala 2-dr hard top	1961-64	437,778	\$18,000	\$77,000	D	↑
Impala convertible	1961-64	89,749	\$30,000	\$66,000	C	↑
Impala SS/409	1961-64	inc.	\$24,000	\$105,000	D	↑
Impala SS/409 convertible	1961-64	inc.	\$51,000	\$110,000	C	↑
Corvaire Monza Spyder convertible	1962-64	14,807	\$11,000	\$24,000	C	↓
Bel Air bubble-top 409	1962	n/a	\$60,000	\$90,000	C	↑
Nova SS	1963-65	57,308	\$22,000	\$42,000	B	
El Camino	1964-67	105,874	\$19,000	\$46,000	C	
Corvaire Corsa convertible	1965-66	11,495	\$13,000	\$42,000	D	
Corvaire Corsa coupe	1965-66	27,621	\$18,000	\$28,000	D	
Chevelle Z16	1965	201	\$234,000	\$288,000	A	↓

AMERICAN

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Impala SS 2-dr hard top	1965-69	n/a	\$13,000	\$95,000	D	↑
Impala SS convertible	1965-69	n/a	\$15,000	\$106,000	C	
Add 20% for 427-ci V8						
Chevelle SS 396	1966-67	135,278	\$32,000	\$121,000	B	↑
Chevelle SS 396 convertible	1966-67	inc.	\$50,000	\$94,000	B	↑
Nova SS	1966-67	31,055	\$36,000	\$41,000	C	↓
Nova SS 327 L79	1966-67	inc.	\$66,000	\$77,000	B	↓
Camaro coupe	1967-69	500,464	\$25,000	\$91,000	C	↓
Camaro convertible	1967-69	52,649	\$28,000	\$88,000	C	↓
Add 20% for Pace Car						
Camaro Z28	1967-69	28,103	\$50,000	\$275,000	A	↑
Yenko Camaro	1967-69	371	\$167,000	\$413,000	A	↑
Chevelle SS 396	1968-72	293,410	\$30,000	\$83,000	B	↓
Chevelle SS 396 convertible	1968-72	inc.	\$42,000	\$85,000	B	↓
El Camino	1968-72	236,636	\$16,000	\$108,000	C	
Nova SS	1968	4,670	\$25,000	\$33,000	C	
Nova SS	1969-72	27,290	\$26,000	\$88,000	C	
Camaro ZL1	1969	69	\$284,000	\$1,038,000	A	↓
Yenko Chevelle	1969	99	\$169,000	\$293,000	A	↓
Yenko Nova Deuce	1970	120	\$80,000	\$154,000	B	
Camaro Z/28	1970-72	103,982	\$30,000	\$110,000	B	↓
Camaro SS	1970-72	4,967	\$28,000	\$53,000	C	↓
Chevelle SS 454/360 LS5	1970-72	27,290	\$27,000	\$105,000	B	
Chevelle SS 454/360 LS5 convertible	1970-72	inc.	\$50,000	\$90,000	B	↓
Chevelle SS 454/450 LS6	1970	4,475	\$75,000	\$440,000	A	
Chevelle SS 454/450 LS6 convertible	1970	inc.	\$149,000	\$433,000	A	↓
El Camino SS 454 LS6	1970	585	\$68,000	\$275,000	B	
Monte Carlo	1970-72	443,216	\$16,000	\$28,000	D	↓
Add 50% for 454-ci V8						
Camaro Z28	1973-74	106,600	\$24,000	\$51,000	C	↓
Camaro Z28	1977-81	242,542	\$10,000	\$39,000	D	↓
Impala SS	1994-96	69,768	\$10,000	\$34,000	D	↓

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
CORVETTE						
C1 1953-62						
Roadster	1953	300	\$144,000	\$418,000	A	↑
Roadster	1954	3,640	\$38,000	\$149,000	B	
Roadster 265-ci V8	1955	693	\$79,000	\$190,000	B	
Convertible 265-ci V8	1956	3,467	\$50,000	\$182,000	B	
Convertible 283-ci V8	1957	6,339	\$61,000	\$141,000	B	↓
Add 20% for fuel injection; add 50% for air box						
Convertible 283-ci V8	1958-60	20,938	\$61,000	\$176,000	B	↓
Convertible 283-ci V8	1961-62	25,470	\$46,000	\$194,000	B	
1958-62 add 20% for fuel injection						
C2 1963-67						
Split-Window coupe 327-ci V8	1963	10,395	\$66,000	\$294,000	A	
Add 20% for Fuel Injection						
Split-Window coupe 327-ci V8 Z06	1963	199	\$121,000	\$506,000	A	
Convertible 327-ci V8	1963-67	72,420	\$41,000	\$105,000	C	
Coupe 327-ci V8	1963-67	34,952	\$33,000	\$84,000	C	
1963-67 add 20% for fuel injection						
Convertible 396/427-ci V8	1965-67	inc.	\$70,000	\$292,000	A	↑
Coupe 396/427-ci V8	1965-67	inc.	\$70,000	\$204,000	A	↑
L88	1967	20	\$1,978,000	\$3,850,000	A	↑



AMERICAN	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
C3 1968-82						
Coupe 327/350-ci V8	1968-69	32,065	\$22,000	\$46,000	C	↑
Coupe 427-ci V8	1968-69	inc.	\$33,000	\$152,000	B	↓
Add 20% for L89						
Coupe L88	1968-69	inc.	\$260,000	\$600,000	A	↓
Convertible 327/350-ci V8	1968-69	35,263	\$18,000	\$39,000	C	↓
Convertible 427-ci V8	1968-69	inc.	\$35,000	\$92,000	A	↑
Add 20% for L89						
Convertible L88	1968-69	inc.	\$209,000	\$495,000	A	↑
Coupe 350-ci V8	1970-72	45,844	\$17,000	\$45,000	B	
Coupe LT1	1970-72	inc.	\$37,000	\$115,000	B	↓
Coupe 454-ci V8	1970-72	inc.	\$24,000	\$55,000	B	
Coupe LS6	1971	164	\$125,000	\$159,000	B	↓
Convertible 350-ci V8	1970-72	20,277	\$30,000	\$45,000	B	
Convertible LT1	1970-72	inc.	\$49,000	\$97,000	B	↓
Convertible 454-ci V8	1970-72	inc.	\$26,000	\$75,000	B	↑
Convertible LS6	1971	24	\$116,000	\$215,000	B	↓
Coupe 350-ci V8	1973-74	57,549	\$10,000	\$33,000	C	
Coupe 454-ci V8	1973-74	inc.	\$20,000	\$44,000	C	
Convertible 350-ci V8	1973-74	10,417	\$16,000	\$59,000	C	↑
Convertible 454-ci V8	1973-74	inc.	\$17,000	\$52,000	C	
Coupe 350-ci V8	1975-77	129,607	\$10,000	\$15,300	D	↑
Pace Car	1978	6,502	\$17,000	\$50,000	C	↑
Silver Anniversary	1978	15,283	\$12,000	\$38,000	C	↑
Coupe 350-ci V8	1978-82	178,666	\$8,000	\$43,000	D	↑
1978-82 add 10% for L82						
Collector Edition	1982	6,759	\$11,000	\$50,000	C	
C4 1984-96						
Coupe	1984-96	250,650	\$10,000	\$68,000	D	↓
35th Anniversary	1988	2,050	\$12,000	\$40,000	D	↓
Convertible	1986-96	74,461	\$10,000	\$62,000	D	↓
ZR-1 coupe	1990-95	6,939	\$21,000	\$62,000	C	↑
Grand Sport coupe	1996	810	\$19,000	\$74,000	C	↑
Grand Sport convertible	1996	190	\$37,000	\$83,000	C	↑

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
C5 1997-2004						
Coupe/hard top	1997-2004	130,717	\$10,000	\$40,000	D	
Convertible	1998-2004	89,610	\$10,000	\$50,000	D	
Z06 hard top	2001-04	28,388	\$15,000	\$65,000	C	↑
C6 2005-13						
Coupe	2005-13	120,996	\$12,000	\$88,000	D	↑
Convertible	2005-13	58,902	\$15,000	\$110,000	D	↑
Z06 coupe	2006-13	27,994	\$30,000	\$160,000	C	↑
ZR1 coupe	2009-13	4,684	\$50,000	\$200,000	C	↑
C7 2014-19						
Z06 coupe/convertible	2015-19	39,940	\$60,000	\$90,000	C	
ZR1 coupe/convertible	2019	2,953	\$140,000	\$240,000	B	
CHRYSLER						
Airflow coupe	1934-37	29,600	\$72,000	\$189,000	B	
Airflow sedan	1934-37	inc.	\$15,000	\$55,000	B	
Town & Country convertible	1946-49	9,361	\$48,000	\$189,000	B	↑
Town & Country sedan	1946-49	3,994	\$49,000	\$160,000	B	↑
Town & Country Newport 2-dr hard top	1950	698	\$12,000	\$85,000	B	
C-300 2-dr hard top	1955	1,725	\$38,000	\$129,000	B	↑
300B 2-dr hard top	1956	1,102	\$24,000	\$146,000	B	↑
300C 2-dr hard top	1957	1,918	\$39,000	\$108,000	C	
300C convertible	1957	484	\$60,000	\$325,000	B	↑
300D 2-dr hard top	1958	618	\$41,000	\$80,000	B	
300D convertible	1958	191	\$69,000	\$91,000	B	
300E 2-dr hard top	1959	550	\$33,000	\$92,000	B	↑
300E convertible	1959	140	\$206,000	\$300,000	B	
300F 2-dr hard top	1960	964	\$31,000	\$105,000	B	
300F convertible	1960	248	\$63,000	\$319,000	B	
300G 2-dr hard top	1961	1,280	\$38,000	\$110,000	B	
300G convertible	1961	337	\$127,000	\$185,000	B	
300H 2-dr hard top	1962	435	\$23,000	\$57,000	C	
300H convertible	1962	123	\$39,000	\$160,000	B	
300K/300L convertible	1964-65	1,065	\$23,000	\$56,100	C	

AMERICAN

Year(s)	Number Produced	Values		Grade	Market Trend
		Low	High		

CORD

L-29	1927-32	5,010	\$160,000	\$225,000	C	
Beverly	1936-37	511	\$65,000	\$95,000	C	
810-812 phaeton	1936-37	600	\$180,000	\$245,000	B	

DELOREAN

DMC-12	1981-83	8,975	\$40,000	\$82,000	B	↑
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DODGE

Coronet	1965-67	127,688	\$9,000	\$41,000	C	↓
Charger	1966-67	53,088	\$19,000	\$36,000	C	↓
Hemi Charger	1966-67	586	\$54,000	\$281,000	B	↓
Hemi Coronet	1966-67	965	\$43,000	\$110,000	B	↓
Coronet convertible	1966-67	inc.	\$25,000	\$54,000	C	↓
Hemi Coronet convertible	1966-67	29	\$88,000	\$185,000	B	↓
Charger	1968-70	223,826	\$39,000	\$171,000	B	
Hemi Charger	1968-70	759	\$96,000	\$275,000	A	
Coronet	1968-70	50,368	\$27,000	\$76,000	C	
Hemi Coronet	1968-70	7,200	\$82,000	\$94,000	C	
Coronet convertible	1968-70	1,242	\$33,000	\$74,000	B	↓
Super Bee	1968-70	94,748	\$35,000	\$132,000	C	
Hemi Super Bee	1968-70	675	\$100,000	\$165,000	C	
Daytona	1969	433	\$197,000	\$440,000	B	↑
Hemi Daytona	1969	70	\$283,000	\$880,000	A	↑
Challenger	1970-71	55,810	\$42,000	\$198,000	B	
Hemi Challenger	1970-71	418	\$114,000	\$330,000	A	
Challenger convertible	1970-71	7,652	\$130,000	\$302,500	C	
Hemi Challenger convertible	1970	12	\$848,000	\$1,736,000	A	
Charger	1971	5,054	\$39,000	\$91,000	B	↓
Hemi Charger	1971	22	\$129,000	\$550,000	A	↑
Challenger	1972-74	74,470	\$25,000	\$40,000	C	
Li'l Red Express D150 pickup	1978-79	7,306	\$15,000	\$64,000	C	↑
Viper RT/10 convertible	1992-2002	10,013	\$24,000	\$88,000	C	↑
Viper GTS coupe	1996-2002	6,298	\$25,000	\$118,000	C	↑
Viper SRT-10 convertible	2003-06	7,072	\$32,000	\$84,000	C	↑

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Viper SRT-10 coupe	2006	1,117	\$42,000	\$79,000	C	↑
Challenger SRT Demon	2018	3,000	\$105,000	\$165,000	B	
DUAL-GHIA						
Convertible	1956-58	117	\$325,000	\$575,000	B	
DUESENBERG						
Model A	1922-27	650	\$160,000	\$400,000	C	
Model J	1929-36	424	\$1,200,000	\$2,500,000	B	
Model SJ	1932-37	36	\$1,850,000	\$3,500,000	A	
FORD						
Thunderbird	1955-57	53,166	\$30,000	\$40,000	C	
Thunderbird D-code 312-ci V8 4v	1957	inc.	\$32,000	\$43,000	C	
Thunderbird E-code 312-ci V8 2x4v	1957	inc.	\$60,000	\$85,000	C	
Thunderbird F-code 312-ci V8 supercharged	1957	inc.	\$150,000	\$225,000	C	↓
Fairlane 500 retractable top	1957	48,394	\$42,000	\$56,000	C	
Fairlane F-code 312-ci V8 supercharged	1957	13	\$126,000	\$185,000	C	
Ranchero	1957-59	45,814	\$32,000	\$52,000	C	
Thunderbird coupe	1958-60	175,891	\$18,000	\$24,000	C	
Thunderbird convertible	1958-60	24,255	\$48,000	\$70,000	C	
Thunderbird coupe	1961-63	193,975	\$18,000	\$25,000	C	↑
Thunderbird convertible	1961-63	24,886	\$30,000	\$42,000	C	↑
Thunderbird Sports Roadster	1962-63	1,882	\$52,000	\$76,000	C	↑
<i>1961-63 add 50% for M-code 3x2-bbl</i>						
Cortina Lotus	1963-66	3,306	\$40,000	\$75,000	B	
Thunderbird coupe	1964-66	215,520	\$17,000	\$24,000	C	
Thunderbird convertible	1964-66	21,093	\$34,000	\$42,000	C	
Fairlane Thunderbolt	1964	100	\$224,000	\$260,000	B	↓
GT40 Mk I-IV	1964-69	102	\$2,600,000	\$9,300,000	A	
Mustang coupe	1965-66	1,006,716	\$18,000	\$35,000	C	↑
Mustang fastback	1965-66	112,777	\$45,000	\$62,000	B	↑
Mustang convertible	1965-66	174,064	\$41,000	\$61,000	C	↑
<i>1965-66 add 50% for 289-ci HiPo (271 hp)</i>						
Fairlane GT/GTA	1966-67	51,685	\$32,000	\$552,000	C	↓
Fairlane 427-ci V8	1966-67	incl	\$133,000	\$248,000	B	

AMERICAN

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Mustang coupe	1967-68	605,718	\$18,000	\$35,000	C	
Mustang fastback	1967-68	113,367	\$44,000	\$66,000	B	
Mustang convertible	1967-68	71,184	\$36,000	\$52,000	C	
1967-68 add 75% for 428-ci V8						
Escort Twin Cam/RS1600	1968-74	2,020	\$55,000	\$78,000	B	
Mustang coupe	1969-70	246,790	\$32,000	\$45,000	C	↑
Mustang fastback	1969-70	97,917	\$44,000	\$55,000	C	↑
Mustang convertible	1969-70	22,419	\$33,000	\$46,000	C	↑
1969-70 add 75% for 428-ci V8						
Mustang Mach 1	1969-70	113,428	\$51,000	\$75,000	B	↑
Add 60% for 428-ci V8						
Mustang Boss 302	1969-70	8,252	\$80,000	\$105,000	A	↑
Mustang Boss 429	1969-70	1,357	\$250,000	\$330,000	A	↓
Escort Mexico/RS2000	1970-80	3,500	\$45,000	\$60,000	B	
Capri RS2600/3100	1971-75	3,532	\$55,000	\$100,000	B	
Mustang convertible	1971-73	24,375	\$22,000	\$33,000	C	
Mustang Boss 351	1971	1,806	\$62,000	\$80,000	C	
Mustang Mach 1	1971-73	99,564	\$26,000	\$42,000	C	
Mustang Mach 1 429CJ	1971	inc.	\$48,000	\$74,000	B	
Sierra RS Cosworth	1986-87	7,145	\$50,000	\$130,000	B	
Add up to 20% for RS500						
Mustang ASC McLaren	1987-90	1,787	\$38,000	\$70,000	C	↑
Escort RS Cosworth	1992-95	1,653	\$65,000	\$78,000	B	
Mustang SVT Cobra	1993	4,993	\$43,000	\$70,000	B	
Mustang SVT Cobra R	1993	107	\$115,000	\$134,000	A	↑
Mustang Cobra R	1995	250	\$43,000	\$59,000	C	↑
F-150 SVT Lightning	1999-2004	28,124	\$24,000	\$38,000	C	
Mustang Cobra R	2000	300	\$64,000	\$119,000	B-	↑
Mustang Bullitt	2001	5,582	\$19,000	\$30,000	D	↓
Mustang Mach 1	2003-04	7,182	\$23,000	\$34,000	D	↓
GT	2005-06	4,038	\$350,000	\$485,000	A	↑
GT Heritage Edition	2005-06	inc.	\$395,000	\$570,000	A	↑
Mustang Bullitt	2008	6,582	\$25,000	\$40,000	D	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Mustang Shelby GT500	2007-09	22,989	\$30,000	\$42,000	C	↓
Mustang Shelby GT500	2010-12	14,392	\$32,000	\$46,000	C	↓
Mustang Shelby GT500	2013-14	10,615	\$38,000	\$60,000	C	↓
Mustang Boss 302	2012-13	8,335	\$35,000	\$45,000	C	
Mustang Boss 302 Laguna Seca	2012-13	1,523	\$39,000	\$56,000	B	
Mustang Shelby GT350	2015-20	21,104	\$61,000	\$98,000	C	
Mustang Shelby GT350 R	2015-20	3,647	\$72,000	\$135,000	C	↓
GT	2017-23	1,350	\$890,000	\$1,150,000	A	↑
GT Heritage and Carbon packages	2017-23	inc.	\$950,000	\$1,400,000	A	↑
Mustang Bullitt	2019-20	11,600	\$42,000	\$56,000	D	↑
Mustang Shelby GT500	2020-23	14,027	\$79,000	\$155,000	B	
GT Mk II	2020-21	45	\$1,000,000	\$1,500,000	A	
GMC						
Syclone pickup	1991	2,995	\$25,000	\$45,000	C	
Typhoon SUV	1992-93	4,697	\$15,000	\$40,000	C	
JEEP/WILLYS						
Jeepster	1948-51	20,000	\$15,000	\$35,000	C	
Grand Wagoneer	1986-91	52,232	\$40,000	\$69,000	B	↑
<i>Add 15% for 1991 Final Edition</i>						
LASALLE						
328 roadster	1929	22,961	\$65,000	\$110,000	C	
Series 50 coupe	1938	2,710	\$85,000	\$165,000	C	
LINCOLN						
Model KB, V12 closed body	1932-34	2,108	\$65,000	\$185,000	D	-
Model KB, V12 open body	1932-34	inc.	\$115,000	\$325,000	C	↑
Model K, V12 closed body	1935-40	3,255	\$55,000	\$135,000	D	-
Model K, V12 open body	1935-40	inc.	\$88,000	\$265,000	C	↑
Continental coupe	1940-41	4,865	\$45,000	\$75,000	C	-
Continental convertible	1940-41	inc.	\$65,000	\$110,000	C	-
Continental coupe	1942	200	\$46,000	\$78,000	C	-
Continental convertible	1942	136	\$70,000	\$95,000	C	-
Continental coupe	1946-48	1,943	\$34,000	\$68,000	C	-
Continental convertible	1946-48	1,391	\$58,000	\$83,000	C	-

AMERICAN

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Continental Mark II 2-dr hard top	1956-57	2,994	\$58,000	\$95,000	C	-
Continental sedan	1961-65	148,040	\$35,000	\$68,000	B	↑
Continental 4-dr convertible	1961-65	15,891	\$85,000	\$215,000	A	↑
Continental Lehmann-Peterson limo	1964-69	inc.	\$40,000	\$75,000	C	↑
Continental 2-dr hard top	1966-69	45,273	\$26,000	\$43,000	C	
Continental sedan	1966-69	127,210	\$33,000	\$58,000	B	↑
Continental 4-dr convertible	1966-67	5,456	\$73,000	\$195,000	A	↑

MERCURY

Cyclone GT 2-dr hard top	1966-67	17,231	\$30,000	\$40,000	C	
Cyclone GT convertible	1966-67	2,534	\$23,000	\$43,000	C	
1966-67 add 75% for 427-ci V8						
Cougar 2-dr hard top	1967-70	437,025	\$24,000	\$36,000	C	
1968-70 add 60% for Cobra Jet 428-ci V8						
Cougar GT-E 2-dr hard top	1968	inc.	\$85,000	\$110,000	B	
Add 40% for 427-ci V8 (390 hp)						
Cyclone fastback	1968-69	18,142	\$26,000	\$42,000	C	
Cyclone GT/Spoiler fastback	1968-69	inc.	\$33,000	\$49,000	C	
1968-69 add 60% for Cobra Jet 428-ci V8						



1962 Lincoln Continental convertible

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Cyclone CJ fastback	1969	2,175	\$56,000	\$82,000	C	
Cougar convertible	1969-70	8,118	\$21,000	\$34,000	C	
Cougar XR-7 convertible	1969-70	6,001	\$29,000	\$44,000	C	
Cougar Eliminator 2-dr hard top	1969-70	4,517	\$54,000	\$115,000	B	↑
Cyclone Spoiler fastback	1970-71	1,984	\$56,000	\$92,000	C	
Capri fastback	1970-74	353,702	\$8,000	\$12,000	D	
Add 25% for V6						
Cougar XR-7 convertible	1971-73	6,811	\$20,000	\$32,000	C	↑
Capri II fastback	1976-77	111,027	\$8,000	\$14,000	D	
Add 25% for V6						
Capri 5.0 SC / ASC McLaren fastback	1984-86	357	\$14,000	\$20,000	C	↑
Capri 5.0 SC / ASC McLaren convertible	1984-86	552	\$15,000	\$23,000	C	↑
OLDSMOBILE						
Cutlass 442	1964-67	65,427	\$19,000	\$64,000	C	↓
Cutlass 442 convertible	1964-67	9,837	\$20,000	\$79,000	C	↓
Toronado	1966-70	143,134	\$10,000	\$35,000	C	↓
Cutlass 442	1968-72	74,569	\$24,000	\$72,000	C	↓
Cutlass 442 convertible	1968-72	14,229	\$31,000	\$102,000	C	↓
442 W-30	1968-72	7,869	\$42,000	\$165,000	B	↓
442 W-30 convertible	1968-72	778	\$97,000	\$242,000	B	↓
Hurst/Olds	1968-69	1,429	\$54,000	\$121,000	C	↓
PACKARD						
1200-01-02 Standard 8	1934	2,103	\$85,000	\$210,000	C	
1103-4-5 Super 8	1934	578	\$110,000	\$275,000	B	
1106-7-8 Twelve	1934	435	\$165,000	\$650,000	B	
120B	1935	20,313	\$75,000	\$175,000	C	
Darrin 120	1938-39	16	\$120,000	\$185,000	B	
Darrin 180	1940-41	92	\$275,000	\$525,000	B	
PANOZ						
Roadster	1992-95	44	\$28,000	\$35,000	C	
AIV Roadster	1997-99	176	\$35,000	\$50,000	C	
Esperante convertible	2000-07	234	\$30,000	\$50,000	C	
Add 25% for GTLM or special edition						

Year(s)	Number Produced	Values		Grade	Market Trend
		Low	High		
1932	2,700	\$85,000	\$140,000	C	
1932	inc.	\$175,000	\$275,000	C	
1933	5	\$1,000,000	\$1,800,000	B	
1966-67	819	\$50,000	\$94,000	B	↑
1966-67	28	\$118,000	\$231,000	B	
1967-69	146,219	\$20,000	\$45,000	C	
1967-69	inc.	\$14,000	\$72,000	C	
1967	11,429	\$21,000	\$78,000	C	↓
1967	680	\$30,000	\$74,000	C	↑
1967	720	\$52,000	\$98,000	B	↓
1967	inc.	\$113,000	\$208,000	B	
1968-70	40,564	\$35,000	\$69,000	C	↓
1968-69	1,726	\$22,000	\$105,000	C	↓
1968-70	718	\$65,000	\$100,000	B	↓
1968-69	inc.	\$181,000	\$208,000	B	↓
1968-70	171,480	\$25,000	\$81,000	C	↓
1968-70	2,952	\$33,000	\$72,000	C	↓
1968-70	2,163	\$71,000	\$171,000	B	↓
1969	359	\$16,000	\$62,000	C	
1970-71	25,484	\$53,000	\$90,000	B	↑
1970-71	879	\$55,000	\$308,000	C	↑
1970-71	47	\$174,000	\$239,000	B	↑
1970-71	759	\$143,000	\$935,000	A	↑
1970-71	30	\$1,957,000	\$4,800,000	A	↑
1970	1,800	\$132,000	\$550,000	B	↑
1970	135	\$263,000	\$990,000	A	↑
1971	3,077	\$21,000	\$110,000	C	↓
1971	30	\$181,000	\$366,000	B	↓
1971-72	22,092	\$18,000	\$66,000	C	↓
1972-74	23,443	\$23,000	\$64,000	C	↓

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Road Runner	1973-74	30,611	\$17,000	\$50,000	C	↓
Prowler	1997-2002	11,702	\$23,000	\$50,000	D	↑

PONTIAC

Bonneville convertible	1957-59	15,152	\$55,000	\$160,000	B	
GTO	1964-67	245,200	\$31,000	\$100,000	C	
GTO convertible	1964-67	40,270	\$35,000	\$143,000	C	↑
Firebird	1967-69	200,752	\$23,000	\$83,000	C	
Firebird convertible	1967-69	inc.	\$28,000	\$83,000	C	↓
GTO	1968-72	183,871	\$20,000	\$176,000	B	↑
GTO convertible	1968-72	21,280	\$29,000	\$154,000	B	↑
Trans Am	1969	697	\$55,000	\$165,000	B	↓
GTO Judge	1969-71	11,015	\$44,000	\$350,000	B	↑
GTO Judge convertible	1969-71	293	\$83,000	\$220,000	B	↑
Firebird Formula	1970-73	30,969	\$16,000	\$90,000	C	↑
Trans Am	1970-73	11,400	\$46,000	\$110,000	C	↑
Trans Am SD-455	1973-74	943	\$41,000	\$165,000	B	↑
Trans Am	1974-81	438,634	\$37,000	\$83,000	C	↑
GTO	2004-06	40,757	\$22,000	\$30,000	D	

Deduct 20% for 2003-04 5.7-L V8

SALEEN

Mustang	1985-93	2,449	\$20,000	\$35,000	B	↑
Mustang SSC	1989	161	\$65,000	\$95,000	A	
Mustang SC	1990-91	23	\$90,000	\$125,000	A	↑
Mustang Supercharged (non-SC)	1992-93	36	\$180,000	\$250,000	A	↑
Mustang SC	1993	5	\$200,000	\$250,000	A	
Mustang SA-10	1993	9	\$250,000	\$350,000	A	↑
S7	2001-06	78	\$450,000	\$700,000	B	

Add 25% for Twin Turbo

SHELBY

Cobra 260-ci V8	1962-63	75	\$750,000	\$1,000,000	A	↑
Cobra 289-ci V8	1963-65	580	\$850,000	\$1,200,000	A	↑

Deduct 15% for worm-and-sector cars

AMERICAN

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Cobra 427	1965-67	260	\$1,500,000	\$1,800,000	A	↑
Add 25% for side-oiler 427-ci V8; deduct 25% for 428-ci V8						
Cobra 427 S/C	1966	27	\$1,000,000	\$3,000,000	A	↑
Cobra Daytona Coupe	1964	6	\$25,000,000	\$30,000,000	A	↑
GT350	1965	521	\$375,000	\$525,000	A	↑
GT350	1966	1,368	\$180,000	\$225,000	A	↑
GT350 H	1966	999	\$210,000	\$250,000	A	↑
Add 35% for original 4-speed						
GT350	1967	1,175	\$119,000	\$226,000	A	↑
GT500	1967	2,048	\$155,000	\$290,000	A	↑
GT350	1968	803	\$80,000	\$150,000	B	↑
GT350 convertible	1968	404	\$100,000	\$175,000	B	↑
GT350 H	1968	224	\$75,000	\$135,000	B	↑
GT500	1968	1,044	\$90,000	\$160,000	B	↑
GT500 convertible	1968	402	\$110,000	\$180,000	B	↑
GT500 KR	1968	1,053	\$115,000	\$225,000	B	↑
GT500 KR convertible	1968	517	\$125,000	\$285,000	B	↑
GT350	1969-70	935	\$75,000	\$125,000	B	↑
GT350 convertible	1969-70	194	\$100,000	\$175,000	B	↑
GT500	1969-70	1,534	\$90,000	\$140,000	B	↑
GT500 convertible	1969-70	335	\$175,000	\$265,000	B	↑
All GT350/GT500 deduct 10-20% for automatic						

STUDEBAKER

President	1929-33	n/a	\$28,000	\$60,000	C	
Avanti R1/R2	1963-64	4,647	\$45,000	\$80,000	B	↑
Avanti R3	1964	9 (inc.)	\$65,000	\$105,000	B	

STUTZ

DV-32	1931-33	310	\$175,000	\$325,000	B	
SV-16	1931-33	110	\$195,000	\$375,000	B	

TESLA

Roadster	2008-12	2,450	\$90,000	\$140,000	B	↑
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TUCKER

48	1948	52	\$900,000	\$2,000,000	B	
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	CARLISLE IMPORT & PERFORMANCE NATIONALS CARLISLE PA FAIRGROUNDS	MAY 10-11
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	CARLISLE AUCTIONS LAKELAND FALL COLLECTOR CAR AUCTION SUN 'N FUN EXPO CAMPUS, LAKELAND, FL	TBD

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Keep Calm and Motor On

The traditional English-sports-car market is healthy, but flat

It was in the years following World War II that the “British invasion” of sporting cars changed the face of the car scene in the U.S., and it was about 1980 when production of many of those relatively affordable and cherished cars came to an end.

The best-known models of the genre include Jaguar’s XK series and E-type, “Big Healeys” and Austin-Healey Sprites, Triumph TRs and, of course, MG T-series cars, followed by MGAs and MGBs. All are still plentiful and all still command loyal followings. That high interest translates to

good parts availability and strong technical support through club networks. It’s a healthy segment for now, although the last year has seen a mostly flat market.

On the other hand, generations with contemporary memories of these cars when they were new are dwindling at an increasing pace. The traditional British sports cars will never be aspirational cars for younger generations, and that means the number of future caretakers is likewise shrinking.

These competing factors mean that for the short term, the market is likely to remain healthy, but values are not headed up. Therefore, if you’re tempted to indulge in ownership of one of these rolling historical artifacts, now is the time. Prices may begin trending downward in the medium term (say, in five-plus years), tempting some to wait, but that same trend will likely negatively affect parts availability and also mean a diminished support network. Then who ya gonna call? Pull the trigger, write the check, and drive the English sports car you’ve always wanted. — **Reid Trummel**



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Year(s)	Number Produced	Values		Grade	Market Trend
		Low	High		
1953-63 196-L	689	\$140,000	\$300,000	B	
1954-63	328	\$95,000	\$140,000	C	
1963-68	89	\$700,000	\$850,000	B	
1965-73	81	\$90,000	\$140,000	C	
1946-50	193	\$42,000	\$99,000	B	↑
1949-52	94	\$206,000	\$331,000	B	↑
1951-52	119	\$78,000	\$118,000	B	↑
1952-54	83	\$184,000	\$303,000	B	↓

ALVIS

Speed 20	1932-36	1,165	\$110,000	\$135,000	C	
Speed 25	1936-42	391	\$65,000	\$110,000	C	

ASTON MARTIN

DB2/4	1953-57	764	\$100,000	\$200,000	C	↑
<i>Add 50% for convertibles; special-bodied models can be worth up to \$1m</i>						
DB Mk III	1957-59	551	\$150,000	\$200,000	C	↓
<i>Add 25% for Special Series engine; add 80-90% for convertibles</i>						
DB4	1958-63	1,204	\$260,000	\$600,000	B	
<i>Add 10% for Special Series engine</i>						



	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
DB4GT	1959-63	75	\$1,600,000	\$3,000,000	B	
<i>Zagatos are worth \$8m-plus</i>						
DB5	1963-65	1,059	\$600,000	\$825,000	A	↑
<i>Add 75% for convertibles</i>						
DB6	1966-70	1,788	\$135,000	\$250,000	B	
<i>Add 10% for Mk II; add 10-15% for Vantage; add up to 110% for Volante; deduct 10-20% for automatic</i>						
DBS	1967-72	787	\$70,000	\$13,000	D	↑
V8	1968-89	4,021	\$50,000	\$380,000	C	↓
<i>Add 80% for Volante; add 100% for X-Pack</i>						
DB7 coupe/Volante	1994-2004	7,000	\$30,000	\$45,000	D	
<i>Add 10% for manual transmission; Add 10% for V12</i>						
V12 Vanquish	2001-07	2,589	\$45,000	\$60,000	C	
<i>Add 10% for manual transmission; Add 25% for S</i>						
DB9 coupe/Volante	2004-16	16,500	\$45,000	\$75,000	C	
<i>Add 10% for manual transmission; add 15% for GT</i>						
AUSTIN/MORRIS						
Mini Cooper/S	1961-71	125,767	\$25,000	\$65,000	C	
AUSTIN-HEALEY						
100 BN1 (3-speed)	1953-55	10,010	\$60,000	\$80,000	B	
100 BN2 (4-speed)	1955-56	4,604	\$65,000	\$85,000	B	↑
<i>Add \$20,000 for in-period and/or factory-installed Le Mans Kit</i>						
100S	1955	50	\$700,000	\$800,000	A	
100M	1955-56	640	\$120,000	\$150,000	B	↓
100-6 BN4 (2+2)	1956-59	11,294	\$40,000	\$60,000	C	
100-6 BN6	1956-59	4,150	\$45,000	\$65,000	B	
Sprite Mk I (Bugeye/Frogeye)	1958-61	48,987	\$20,000	\$30,000	B	
3000 Mk I BT7 (2+2)	1959-61	10,825	\$50,000	\$70,000	C	
3000 Mk I BN7	1959-61	2,825	\$60,000	\$80,000	B	
3000 Mk II BT7 (2+2) tri-carb	1961-62	5,096	\$55,000	\$65,000	B	
3000 Mk II BN7 tri-carb	1961-62	355	\$70,000	\$90,000	B	
Sprite Mk II	1961-64	31,665	\$10,000	\$15,000	C	
3000 Mk II BJ7 (roll-up windows)	1962-63	6,113	\$50,000	\$75,000	C	
3000 Mk III BJ8	1963-67	17,712	\$60,000	\$100,000	B	↓
<i>For 100-6/3000 add \$10,000 for factory 2-seat hard top; add \$7,500 for factory 4-seat hard top</i>						

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Sprite Mk III	1964-66	25,905	\$10,000	\$15,000	C	
Sprite Mk IV	1966-71	22,790	\$12,000	\$17,000	C	

BENTLEY

3 Litre	1921-29	1,622	\$185,000	\$310,000	A	
<i>Add 5% for 3/4½</i>						
4½ Litre	1927-31	720	\$550,000	\$700,000	A	
6½ Litre	1926-30	544	\$550,000	\$700,000	A	
8 Litre	1930-32	100	\$750,000	\$900,000	A	
Mk VI Standard Steel	1946-52	5,000	\$30,000	\$60,000	C	↑
<i>Add 20% for coachbuilt closed body</i>						
Mk VI or R-type DHC	1946-54	250	\$125,000	\$215,000	B	↑
<i>Add 30% for LHD</i>						
Mk VI DHC (coachbuilt)	1947-52	5,368	\$125,000	\$275,000	B	↑
R-type Standard Steel	1952-55	2,500	\$30,000	\$60,000	C	↑
<i>Add 20% for coachbuilt closed body</i>						
R-type Continental	1952-55	200	\$850,000	\$2,000,000	A	
S1 Continental Park Ward DHC	1956-59	200	\$750,000	\$1,300,000	A	↑
S1/S2/S3 Continental Flying Spur	1957-66	350	\$125,000	\$235,000	B	↑
S2/S3 Continental Mulliner, Park Ward coupe/DHC	1960-66	350	\$175,000	\$275,000	B	↑
Continental R (and variants)	1992-99	1,800	\$60,000	\$100,000	C	

JAGUAR

XK 120	1948-54	12,045	\$80,000	\$220,000	B	
<i>Add 20% for first 200 in aluminum; deduct 15% for coupe</i>						
C-type	1951-53	53	\$5,000,000	\$8,000,000	A	
Mk VII/VIII/IX	1951-61	37,276	\$15,000	\$28,000	D	
D-type	1954-57	71	\$6,000,000	\$8,000,000	A	
XK 140	1954-57	8,937	\$70,000	\$165,000	B	
XK-SS	1957	17	\$1,000,000	\$13,000,000	B	
XK 150	1957-61	9,382	\$65,000	\$170,000	B	
<i>Add 10% for 3.8-L; add 30% for S</i>						
E-type S1	1961-67	38,419	\$90,000	\$400,000	A	
<i>Deduct 25% for coupe; deduct 20-50% for S1 1/2</i>						
E-type S1 Lightweight/Low Drag	1963-64	12	\$5,000,000	\$7,000,000	A	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Mk X	1966-68	10,236	\$30,000	\$60,000	D	
E-type S2	1968-69	18,809	\$40,000	\$85,000	A	
<i>Deduct 20% for coupe; deduct 30% for 2+2; deduct 20% for automatic</i>						
E-type S3	1970-75	15,287	\$45,000	\$150,000	B	
<i>Deduct 25% for 2+2</i>						
XJ 220	1992-94	282	\$375,000	\$620,000	B	
JENSEN-HEALEY						
Convertible	1972-76	10,453	\$12,000	\$18,000	D	
GT	1976	473	\$10,000	\$15,000	D	
LAND ROVER						
S1 80/86/88/107	1948-57	1,420,859	\$25,000	\$33,000	C	
<i>Add 10% for 80; add 5-10% for behind-grille headlights</i>						
S2 88/109	1958-71	inc.	\$20,000	\$32,000	C	
<i>Add 5-10% for Series 2A</i>						
S3 88/109	1971-83	inc.	\$15,000	\$28,500	C	
<i>Add 20% for V8</i>						
90/110/Defender	1983-2016	2,000,000	\$10,000	\$55,000	C	
Range Rover	1970-84	n/a	\$40,000	\$90,000	C	
LOTUS						
7 Series One	1957-60	243	\$28,000	\$50,000	B	
Elan (M100)	1989-92	3,855	\$15,000	\$25,000	C	↑
Elise (U.S. spec)	2005-11	5,200	\$30,000	\$55,000	B	↑
<i>Add 10% for S or SC</i>						
Exige (U.S. spec)	2006-11	1,118	\$40,000	\$70,000	B	↑
Evora	2010-21	6,117	\$40,000	\$80,000	B	
MCLAREN						
F1	1994-98	106	\$16,000,000	\$21,250,000	A	
12C	2011-14	3,500	\$94,000	\$129,000	C	↓
P1	2014-16	375	\$1,121,000	\$1,655,000	B	↑
Senna	2018-24	500	\$793,000	\$1,327,000	B	↑
MG						
TA Midget	1936-39	3,003	\$30,000	\$40,000	C	
TB Midget	1939	379	\$35,000	\$45,000	C	

ENGLISH	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
TC Midget	1945-49	10,001	\$30,000	\$40,000	C	
YA/YB Saloon	1947-53	7,459	\$15,000	\$20,000	D	
YT Tourer	1947-53	877	\$25,000	\$30,000	D	
TD Midget	1949-53	29,664	\$25,000	\$30,000	C	
Magnette ZA/ZB	1953-58	36,600	\$20,000	\$25,000	C	
Magnette Mark III/Mark IV	1959-68	30,996	\$17,000	\$23,000	C	
TF Midget 1250	1953-54	6,200	\$30,000	\$35,000	C	
TF Midget 1500	1955	3,400	\$35,000	\$40,000	B	
A 1500 roadster	1955-59	52,478	\$25,000	\$35,000	C	
A 1500 coupe	1956-59	6,272	\$20,000	\$30,000	C	
A Twin-Cam roadster	1958-60	1,788	\$60,000	\$70,000	B	↑
A Twin-Cam coupe	1958-60	323	\$45,000	\$55,000	B	
A 1600 roadster	1959-61	28,730	\$30,000	\$40,000	C	
A 1600 coupe	1959-61	2,771	\$25,000	\$35,000	C	
A 1600 Mk II roadster	1961-62	8,198	\$32,000	\$37,000	B	
A 1600 Mk II coupe	1961-62	521	\$30,000	\$35,000	B	
All 1600 add \$5000 for "DeLuxe" (395 produced)						
Midget Mk I	1961-64	25,681	\$10,000	\$15,000	D	
B	1962-74	258,308	\$20,000	\$25,000	C	
Midget Mk II	1964-66	26,601	\$10,000	\$15,000	D	
B-GT	1965-74	97,237	\$15,000	\$20,000	C	
C roadster	1966-69	4,544	\$35,000	\$40,000	C	
C-GT	1966-69	4,458	\$25,000	\$30,000	C	
Midget Mk III	1966-74	100,246	\$12,000	\$17,000	D	
B (rubber bumper)	1974-80	128,653	\$12,000	\$17,000	D	
B-GT V8	1973-76	2,591	\$25,000	\$30,000	B	
B-GT (rubber bumper)	1974-80	27,045	\$10,000	\$15,000	D	
Midget 1500	1975-79	73,899	\$10,000	\$15,000	D	
MORGAN						
Plus 8 (Rover V8 only)	1968-2003	2,500	\$31,000	\$57,000	B	
Add 30% for Moss 4-sp (pre-1973)						
Plus 4 (TR engine)	1950-69	4,584	\$25,000	\$38,000	B	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Plus 4 (Fiat/Rover)	1985-2000	inc.	\$22,000	\$41,000	B	
3-wheeler (V-twin)	1911-39	n/a	\$26,000	\$60,000	C	
3-wheeler (new, 1st-gen only)	2012-21	2,500	\$44,000	\$58,000	C	
Aeromax	2008-10	100	\$240,000	\$300,000	C	

ROLLS-ROYCE

Silver Cloud III Mulliner, Park Ward Sport Sedan "Flying Spur"	1963-66	52	\$250,000	\$335,000	B	↑
Corniche III Mulliner, Park Ward DHC	1990-93	451	\$75,000	\$100,000	B	↑
Corniche IV Mulliner, Park Ward DHC	1993-95	218	\$95,000	\$140,000	B	↑

TRIUMPH

1800/2000 roadster	1946-49	4,501	\$35,000	\$45,000	C	
TR2	1953-55	8,636	\$30,000	\$40,000	B	
TR3/A	1955-61	13,378	\$30,000	\$40,000	B	
Italia 2000 GT	1959-62	329	\$80,000	\$110,000	A	↑
TR4	1961-64	40,253	\$25,000	\$35,000	C	↓
Spitfire Mk I/II	1962-80	314,152	\$15,000	\$20,000	C	
TR3B	1962-63	3,331	\$35,000	\$45,000	B	

TR2/TR3 add \$5,000 for overdrive; add \$5,000 for factory hard top

TR4A	1964-68	28,465	\$30,000	\$40,000	C	
GT6/GT6+ coupe	1967-74	40,926	\$25,000	\$35,000	C	
TR5 (Europe only)	1967-68	2,947	\$50,000	\$65,000	B	
TR250	1968	8,484	\$35,000	\$45,000	B	↑
TR6 (small bumpers)	1969-74	94,619	\$25,000	\$35,000	C	

TR6 add \$2,500 for factory hard top; add \$2,500 for A/C

Stag	1970-77	25,877	\$20,000	\$30,000	C	
TR6 (rubber bumpers)	1975-76	inc.	\$22,000	\$32,000	C	
TR7 coupe	1976-81	112,368	\$6,000	\$12,000	D	
TR7 convertible	1979-80	inc.	\$8,000	\$15,000	D	

Add \$2,500 for "Spider" (approx. 1,600 produced)

TR8 coupe	1980-81	2,497	\$15,000	\$25,000	C	
TR8 convertible	1980-81	inc.	\$20,000	\$30,000	C	↑

TVR

Griffith 500	1993-2002	2,600	\$20,000	\$45,000	C	
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Mixed Signals in Porscheland

Next Gen growth but 356s and long-hood 911s are flat

Porsche values have encountered crosscurrents over the past 12 months, with 1949–65 356s and 1964–73 “long-hood” 911s at best staying even. Some models have declined, even 4-cam 356 Carreras; 356 Speedsters and 1973–74 911 Carrera RS models seem to be the exception, having dropped from their 2015–17 highs, but recently recovered.

Millennials and Gen Xers kept the 1989-and-later 911s on an uptrend. 1989–94 964s and 1995–98 993s have

been strong, the former aided by being the base model for Singer’s “reimagined” classic 911s. Even the long-forlorn 996s, decried by some for their ovaloid headlights and plastic interiors, caught an updraft as the most affordable way into a 911, especially Turbos.

Many special 911 variants have been stronger; 1984 SC/RSs, 1995 993 RSs, 2007–08 997.1 and 2010–11 997.2 GT3 RSs, and 997.2 GT3 RS 4.0s have moved up. The 1992 964 RSs, 2016 GT3 RSs, and 2019 GT3 RSs have been steady, but they were built in larger numbers than other RS models. Both GT2 RSs, 997.2 and 991.1, have been stronger. Special models like Sport Classics and late-model Speedsters have been steady or up. Porsche’s new 2023 GT3 RS and Cayman GT4 RS had resale prices substantially above MSRP during their delivery periods.

Cayman GT4s and Boxster Spyders have increased slowly, while base models are steady or depreciating slowly, making them attractive entry-level cars. Ditto for 914s, 924s, 944s, and 968s, where only the special models (914/6, 944 Turbo Cup, 968 Club Sport, and 968 Turbo S) are exceeding inflation. Panameras, Macans and Cayennes are basically used cars, except for the Cayenne S Transsyberia that caught the interest of the off-road crowd. As we always note, Porsches with extremely low mileage or those with blue or green paint sell higher, sometimes substantially so. — **Prescott Kelly**



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GERMAN

Year(s)	Number Produced	Values		Grade	Market Trend
		Low	High		
1962-67	800	\$50,000	\$100,000	C	
1983-91	11,452	\$35,000	\$75,000	C	
2006-15	25,000	\$55,000	\$150,000	C	
1937-39	465	\$570,000	\$825,000	B	
1938-41	569	\$180,000	\$270,000	B	↑
1938-41	inc.	\$235,000	\$330,000	B	↑
1955-62	158,728	\$26,000	\$44,000	C	
1956-59	413	\$190,000	\$240,000	B	↑
1956-59	inc.	\$290,000	\$395,000	B	↑
1956-59	253	\$1,925,000	\$2,350,000	A	↓
1962-65	603	\$120,000	\$190,000	C	
1965	200	\$75,000	\$115,000	C	
1966-70	210,451	\$18,000	\$42,000	C	↑
1968-76	339,092	\$26,000	\$51,000	C	
1968-71	9,399	\$45,000	\$85,000	C	↓
1971-75	11,063	\$50,000	\$115,000	C	↓
1971-75	8,144	\$62,000	\$130,000	C	↓
1971-72	1,039	\$95,000	\$141,000	C	↓
1972-73	38,107	\$40,000	\$96,000	B	↑
1972-75	167	\$156,000	\$269,000	B	↓
1973-74	1,672	\$112,000	\$162,000	B	↑
1971-75	38,703	\$35,000	\$80,000	B	↑
1979-80	450	\$425,000	\$525,000	B	↓
1980-81	1,410	\$35,000	\$72,000	C	↑
1983-89	5,855	\$34,000	\$66,000	C	
1986-88	2,145	\$54,000	\$90,000	C	
1986-91	17,970	\$56,000	\$151,000	B	↑
1987-88	1,787	\$32,000	\$61,000	C	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Z1	1989-91	8,000	\$45,000	\$105,000	C	
M3 (E36)	1994-99	12,435	\$28,000	\$47,000	C	
850 CSi	1994-96	225	\$85,000	\$165,000	C	
M3 CSL/Lightweight (E36)	1995	126	\$175,000	\$240,000	C	
M5 (E39)	1998-2003	20,482	\$40,000	\$85,000	B	↓
Z3 M Roadster	1998-2002	15,322	\$18,000	\$35,000	C	↑
Z3 M Coupe	1999-2002	2,858	\$29,000	\$56,000	C	
Z8	2000-03	5,703	\$151,000	\$285,000	B	
M3 (E46)	2001-06	40,597	\$25,000	\$55,000	B	↓
Z8 Alpina Roadster	2003	555	\$233,000	\$376,000	B	
1M (E82)	2012	6,309	\$58,000	\$76,000	C	
i8	2014-20	6,776	\$62,000	\$82,000	D	↓

MERCEDES-BENZ

500K Cabriolet	1934-36	n/a	\$461,000	\$923,000	A	↓
500K Special Roadster	1934-36	29	\$4,081,000	\$5,041,000	A	↑
540K coupe	1936-39	419	\$759,000	\$1,044,000	A	↓
540K Cabriolet	1936-39	inc.	\$766,000	\$2,353,000	A	
540K Special Roadster	1936-39	inc.	\$6,780,000	\$10,163,000	A	
300SL coupe	1954-57	1,371	\$1,100,000	\$1,450,000	A	↑
300SL coupe (alloy)	1955-56	29	\$4,634,000	\$7,201,000	A	↑
190SL	1955-62	25,881	\$90,000	\$125,000	B	↑
300D Adenauer sedan	1957-62	3,077	\$45,000	\$53,000	D	↓
300D Adenauer cabriolet	1957-62	65	\$275,000	\$450,000	B	
300SL roadster	1957-63	1,858	\$900,000	\$1,300,000	A	↑
220SE coupe	1961-65	14,173	\$35,000	\$40,000	C	
220SE cabriolet	1961-65	2,729	\$80,000	\$105,000	B	
300SE coupe	1962-67	2,419	\$45,000	\$65,000	B	
300SE cabriolet	1962-67	708	\$150,000	\$180,000	B	
230SL	1963-66	19,831	\$45,000	\$60,000	B	↑
600 SWB	1964-81	2,677	\$110,000	\$125,000	B	
250SE cabriolet	1965-67	954	\$90,000	\$115,000	B	
250SE coupe	1965-67	5,259	\$38,000	\$45,000	C	
250SL	1967	5,196	\$48,000	\$65,000	B	↑

GERMAN	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
280SE "high grille" coupe	1968-69	3,647	\$45,000	\$53,000	C	
280SE "high grille" cabriolet	1968-69	1,357	\$105,000	\$130,000	B	
280SL	1968-71	23,885	\$65,000	\$105,000	B	
300SEL 6.3	1968-72	6,526	\$55,000	\$70,000	B	
280SE sedan	1968-72	95,051	\$10,000	\$15,000	C	
220 Diesel	1968-73	345,376	\$8,000	\$15,000	C	
280SE "low grille" coupe	1970	400	\$48,000	\$65,000	B	
280SE "low grille" cabriolet	1970	280	\$130,000	\$150,000	B	
280SE 3.5 coupe	1970-71	3,270	\$65,000	\$95,000	B	↑
280SE 3.5 cabriolet	1970-71	1,232	\$275,000	\$320,000	B	
250C (U.S. market 2.8-L)	1970-72	10,527	\$12,000	\$17,500	C	
280SE 4.5	1972	13,527	\$15,000	\$25,000	B	
450SL	1972-80	66,298	\$14,000	\$22,500	C	
280C	1973-76	13,151	\$9,000	\$25,000	C	
240D W115	1974-76	126,148	\$8,000	\$12,000	C	
280SL	1974-85	25,436	\$13,000	\$24,000	B	
300D W115	1975-76	53,690	\$8,000	\$14,000	C	
450SEL 6.9	1976-80	7,380	\$25,000	\$32,000	C	↑
300D non-turbo	1977-85	331,999	\$8,000	\$15,000	C	
240D	1977-85	454,780	\$8,000	\$25,000	C	
300SD	1978-80	28,634	\$10,000	\$19,000	C	
450SLC 5.0	1978-81	2,769	\$18,000	\$35,000	B	
300CD turbodiesel	1981-85	8,007	\$11,000	\$25,000	C	
300SD	1981-85	78,725	\$8,000	\$23,000	C	
300TD (turbo diesel station wagon)	1981-85	28,219	\$13,000	\$35,000	C	
380SL	1981-85	53,200	\$16,000	\$19,500	C	
500SL	1981-89	11,812	\$18,000	\$32,000	B	
300D turbodiesel sedan	1982-85	75,261	\$11,000	\$19,500	C	
190E 2.3-16v	1985-87	19,487	\$22,000	\$28,000	B	
560SL	1986-89	49,347	\$18,000	\$38,000	B	
560SEC	1986-91	28,929	\$19,000	\$29,000	B	↑
560SEC 6.0 AMG coupe	1986-91	n/a	\$157,000	\$344,000	B	↑
300TD turbodiesel wagon	1987	1,800	\$13,000	\$17,500	D	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
190E Cosworth 2.5-16 Evolution II	1990	502	\$143,000	\$348,000	B	↓
500SL/SL500	1990-2002	103,531	\$9,000	\$23,000	C	
500E/E500	1992-94	10,879	\$38,000	\$65,000	C	
600SL/SL600	1993-2002	11,089	\$12,000	\$25,000	C	
SLR McLaren coupe	2004-09	2,157	\$210,000	\$335,000	C	↑
SLR McLaren 722 Edition coupe	2006-07	150 (inc.)	\$400,000	\$600,000	B	
SLR McLaren convertible	2007-09	inc.	\$320,000	\$428,000	C	
SLR McLaren 722 Edition roadster	2009	150 (inc.)	\$339,000	\$891,000	B	
SLS AMG coupe	2010-15	2,731	\$144,000	\$243,000	C	
SLS AMG roadster	2011-14	inc.	\$122,000	\$344,000	C	↑
SLS AMG GT Final Edition Coupe	2014	350 (inc.)	\$275,000	\$342,000	C	↓
SLS AMG Black Series coupe	2014	inc.	\$414,000	\$546,000	B	

PORSCHE

356 "Gmund" aluminum coupe/cabriolet <i>Add 15% for Gmund assembly</i>	1948-52	62	\$3,000,000	\$4,500,000	A	↑
356 split-window steel coupe/cabriolet <i>Add 20% for four-digit s/n</i>	1950-52	2,412	\$550,000	\$750,000	C	↓
356 Pre-A coupe/cabriolet <i>Add 15% for cabriolet</i>	1952-55	5,977	\$200,000	\$285,000	C	↓
356 America Roadster	1952	16	\$2,500,000	\$2,900,000	A	↑
356 Speedster Pre-A	1954-55	1,334	\$350,000	\$500,000	B	
Type 550 & 550A Spyders	1954-56	129	\$3,000,000	\$5,000,000	A	↑
356A coupe/cabriolet <i>Add 40% for cabriolet; add 110% for 1959 Convertible D (330 produced)</i>	1956-59	15,408	\$110,000	\$175,000	C	↓
356A Speedster	1956-59	2,647	\$295,000	\$350,000	B	
356 Carrera GS coupe/cabriolet	1956-59	423	\$500,000	\$500,000	C	↓
356 Carrera GS Speedster <i>Carrera GS models, add 20% for 692/2 engine (1959), add for 15% cabriolet</i>	1956-59	77	\$750,000	\$900,000	B	
356 Carrera GT coupe	1957-59	93	\$600,000	\$850,000	B	↓
356 Carrera GT Speedster <i>Deduct 30% for 1957; deduct 15% for 1958</i>	1957-59	87	\$1,250,000	\$2,250,000	A	↑
RSK, RS60, RS61 Spyders	1959-61	66	\$2,750,000	\$4,800,000	B	
356B T5 coupe/cabriolet/roadster <i>Add 70% for cabriolet; add 130% for roadster (2,653 produced)</i>	1960-61	8,805	\$65,000	\$95,000	C	↓

GERMAN

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
356B T5 GS/GT coupe <i>Deduct 25% for GS</i>	1960-61	61	\$550,000	\$800,000	C	↓
356B T6 coupe/cabriolet/roadsters <i>Add 15% for S90 engine; add 60% for cabriolet; add 200% for Twin-Grille roadsters (249 produced)</i>	1962-63	14,315	\$70,000	\$105,000	C	↓
356B/C Carrera 2 GS coupe/cabrio	1962-65	300	\$500,000	\$600,000	C	↓
901 coupe <i>Add 100% for prototypes</i>	1963-64	232	\$450,000	\$2,500,000	A	↑
904 Type 587/3 engine	1964	107	\$1,750,000	\$2,500,000	B	↑
356C coupe/cabriolet <i>Add 40% for cabriolet; add 20% for SC engine</i>	1964-65	22,013	\$85,000	\$125,000	C	↓
911 coupe/Targa <i>Add 75% for 1964-65; add 100% for 1967 911S; add 50% for other 911S; add 33% for soft-window Targa</i>	1964-69	26,625	\$75,000	\$105,000	C	↓
912 coupe/Targa <i>Add 15% for 1969; add 15% for Targa</i>	1965-69	32,867	\$45,000	\$75,000	B	↓
911 coupe/Targa <i>Add 60% for S</i>	1970-73	51,132	\$100,000	\$110,000	B	
914/6	1970-71	3,360	\$90,000	\$125,000	B	↑
916	1971-72	11	\$230,000	\$325,000	B	
911 Carrera RS (2.7-L) <i>Add 15% for s/n below 527; add 10% for s/n below 1067; add 100% for Lightweights (200 produced); add 200% for RSH (17 produced)</i>	1973	1,525	\$550,000	\$750,000	A	↑
911 coupe/Targa CIS 2.7	1974-77	34,384	\$45,000	\$75,000	C	↓
911 Carrera RS 3.0	1974	54	\$1,250,000	\$2,200,000	A	
911 Carrera 2.7 MFI (Euro)	1974-76	1,663	\$200,000	\$330,000	B	
930 Turbo (3.0-L) <i>Add 25% for 1976; add 60% for 1975</i>	1975-77	3,227	\$140,000	\$175,000	B	↑
911 SC coupe/Cabriolet/Targa <i>Deduct 20% for Cabriolet and Targa; add 10% for Weissach</i>	1978-83	57,972	\$55,000	\$80,000	C	
911/930 Turbo (3.3-L) <i>Add 25% for 1989 G50 transmission; add 100% for M505 slantnose; deduct 10% for cabriolet</i>	1978-89	17,425	\$145,000	\$225,000	B	↑
Carrera 3.2 coupe/Cabriolet/Targa <i>Add 20% for Anniversary and Signature Edition; add 50% for M491 Turbo-look; add 200% for Club Sport (370 produced)</i>	1984-89	49,629	\$70,000	\$95,000	B	↑
911 SC/RS	1984	20	\$1,400,000	\$1,900,000	A	
959 coupe <i>Add 33% for Sport</i>	1988	337	\$1,600,000	\$2,225,000	A	↑

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
944 Turbo S	1988-89	1,635	\$40,000	\$60,000	C	↓
Add 15% for 1988 Silver Rose						
911 3.2 Speedster	1989	2,065	\$175,000	\$275,000	B	↑
Add 50% for narrow body						
964 C2/C4 coupe/Cabriolet/Targa	1989-94	47,705	\$70,000	\$100,000	C	
Add 25% for America Roadster (250 produced); add 50% for Jubilee Edition C4 (900 produced); add 10% for Targa; add 100% for Wide Body (994 produced); deduct 40% for Tiptronic						
964 Turbo (3.3-L)	1990-92	4,000	\$150,000	\$275,000	B	↑
964 Carrera RS Basic	1992	2,276	\$275,000	\$325,000	B	↑
Add 30% for Touring (76 produced); add 15% for N/GT (290 produced); add 30% for Macau (20 produced); add 30% for Maritime Blue or Mint Green						
964 RS America	1992-93	701	\$125,000	\$175,000	B	
968 Club Sport	1992-94	1,928	\$60,000	\$90,000	B	↑
Add 10% for Turbo S						
928 GTS	1992-95	2,887	\$65,000	\$93,000		↑
Add 150% for 5-sp manual						
964 Turbo S 3.3 Leichtbaus	1993	86	\$950,000	\$1,150,000	B	↓
964 Turbo (3.6-L)	1993-94	1,587	\$300,000	\$400,000		
964 Turbo S Flachbau X83/84/85	1994	93	\$650,000	\$950,000	B	↑
Add 10% 39 X85; Add 20% 17 X85 "Package Cars" (w/ standard nose)						
964 Speedster	1994	1,050	\$175,000	\$225,000	B	↑
Add 30% for Wide Body (20 produced)						
964 Carrera RS 3.8	1994	55	\$1,200,000	\$1,850,000	A	↑
993 C2/C4 coupe/Cabriolet/Targa	1995-98	70,149	\$70,000	\$110,000	B	↑
Add 60% for S; add 20% for Targa; deduct 15% for Cabriolet						
993 Carrera RS	1995-96	1,114	\$325,000	\$425,000	A	↑
Add 10% for Club Sport (200 produced)						
993 GT2	1995-98	194	\$1,450,000	\$2,250,000	A	
993 Turbo/Turbo S	1996-97	5,978	\$200,000	\$295,000	A	↑
Add 130% for Turbo S						
996 C2/C4 coupe/Cabriolet	1999-2004	175,164	\$35,000	\$55,000	C	↑
Add 10% for Millennium and Anniversary Editions; deduct 15% for Tiptronic						
996 Turbo coupe/Cabriolet	2000-04	21,954	\$55,000	\$90,000		
Add 65% for S; deduct 15% for cabriolet, deduct 20% for Tiptronic						
996 GT3	2000, 2004	5,894	\$100,000	\$140,000	A	↑
Add 10% for Gen 2						

GERMAN	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
996 GT2	2002-04	1,287	\$150,000	\$250,000	B	↑
996 GT3 RS	2004	682	\$310,000	\$375,000	A	↑
Carrera GT	2004-05	1,270	\$1,200,000	\$1,800,000	A	↑
997 C2/C4/C2S/C4S/GTS coupe/Cabriolet/Targa	2005-11	222,964	\$40,000	\$70,000	B	↑
Add 80% for GTS; add 80% for Club Coupe (49 produced); add 500% for Sport Classic (250 produced)						
987.1 Boxster	2005-08	55,349	\$20,000	\$28,000		
987.1 Boxster RS60	2008	1,960 (inc.)	\$32,000	\$40,000		
987.1 Cayman	2006-08	44,530	\$25,000	\$30,000		
2005-08 Boxster/Cayman add 20% for S; deduct 20% for Tiptronic						
997 Turbo coupe/Cabriolet	2006-11	31,728	\$80,000	\$115,000	B	↑
Add 120% for S (4,950 produced)						
997.1 GT3 RS	2007-08	1,169	\$215,000	\$335,000	A	↑
997.1 GT2	2008-09	1,242	\$150,000	\$280,000	A	
987.2 Boxster	2009-12	23,690	\$25,000	\$32,000	C	
987.2 Cayman	2009-12	17,815	\$30,000	\$35,000	C	
2009-12 Boxster/Cayman add 20% for S						
997.2 GT3 RS 3.8	2010-11	1,538	\$250,000	\$380,000	A	↑
997.2 Speedster	2011	356	\$285,000	\$356,000	B	↑
997.2 GT2 RS	2011	520	\$515,000	\$750,000	A	
997.2 GT3 RS 4.0	2011	613	\$550,000	\$885,000	A	↑
987.2 Boxster Spyder	2011-12	1,900 (inc.)	\$60,000	\$92,500	B	↑
987.2 Cayman R	2011-12	1,421 (inc.)	\$55,000	\$65,000	B	
981 Boxster Spyder	2015-16	2,486	\$90,000	\$110,000	B	↑
918 Spyder	2015	918	\$1,700,000	\$2,025,000	B	↓
991.1 GT3 RS	2015-16	4,520	\$185,000	\$230,000	A	
991.1 911R	2016	991	\$405,000	\$550,000	A	↑
981 Cayman GT4	2016	2,500	\$90,000	\$110,000	B	↓
991.1 GT2 RS	2018	1,000	\$360,000	\$475,000	A	↑
991.2 GT3 RS	2018-19	4,880	\$180,000	\$235,000	A	
991.2 GT2 RS Club Sport	2019	200	\$380,000	\$550,000	B	
Add 15% for "Manthey 25" Edition						
991.2 935	2019	77	\$1,450,000	\$1,685,000	A	↑

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
718 Cayman GT4	2020-21	2,500	\$115,000	\$125,000	A	↑
718 Cayman GT4 RS (inc. Club Sport)	2023-24	n/a	\$220,000	\$275,000	A	↑
VOLKSWAGEN						
Beetle split-window	1946-52	374,925	\$39,000	\$65,000	B	↑
Transporter bus	1950-67	1,950,542	\$36,000	\$135,000	C	↑
Transporter Samba bus	1950-67	101,829	\$90,000	\$200,000	B	↑
Transporter pickup	1950-67	381,975	\$28,000	\$133,000	C	↑
Beetle oval-window	1953-57	632,201	\$12,000	\$40,000	C	↑
Beetle convertible	1953-57	30,421	\$24,000	\$100,000	B	↑
Karmann Ghia coupe/convertible	1955-67	323,096	\$20,000	\$120,000	B	↑
<i>Add 15% for 1955-61 "lowlights"</i>						
Beetle 2-dr sedan	1958-67	8,058,715	\$8,000	\$35,000	C	
Beetle convertible	1958-67	103,717	\$14,000	\$110,000	B	↑
Beetle 2-dr sedan	1968-77	9,516,069	\$4,000	\$40,000	C	
Beetle convertible	1968-70	185,949	\$8,000	\$30,000	C	↑
Karmann Ghia coupe/convertible	1968-74	162,887	\$12,000	\$60,000	B	↑
<i>All Karmann Ghia, add 30% for convertible</i>						
Transporter bus	1968-71	1,092,567	\$12,000	\$45,000	C	
Transporter Westfalia camper	1968-71	n/a	\$19,000	\$60,000	C	
Transporter pickup	1968-71	64,043	\$8,000	\$42,000	C	
Super Beetle 2-dr sedan	1971-75	inc. above	\$5,000	\$15,000	C	
Super Beetle convertible	1971-79	inc. above	\$10,000	\$65,000	B	↑
Transporter bus	1972-79	1,880,711	\$17,000	\$50,000	C	↓
Transporter Westfalia camper	1972-79	n/a	\$18,000	\$45,000	C	
Thing Type 181	1973-74	25,000	\$5,000	\$35,000	C	
Rabbit/Cabriolet (A1)	1974-94	n/a	\$5,000	\$25,000	C	
Scirocco	1974-88	n/a	\$5,000	\$35,000	C	
GTI 1.6-L (European)	1975-83	462,000	\$20,000	\$30,000	B	
GTI 1.8-L (U.S.)	1983-84	inc.	\$15,000	\$25,000	C	
Corrado	1990-95	18,648	\$12,000	\$30,000	C	
Golf GTI Mk 4	1997-2003	n/a	\$5,000	\$25,000	C	
R32	2004	5,000	\$20,000	\$40,000	C	

Horses For Courses

The Ferrari market is changing as it evolves

Collector cars are challenging to value. Ferraris just feed steroids to the problem. Million-dollar restorations, hundred-thousand-dollar option packages, race history, non-original configuration, Classic Certification and deferred maintenance all influence the spread between high and low.

The classic-Ferrari segment has shown little movement over the past few years. When exceptional examples change hands (rarely) they tend to sell above the “last sale”; however, lesser-quality examples must be heavily discounted. While the days of buying a classic Ferrari as an investment may be nearing their end, owning one is still on many bucket lists.

Options for entry-level \$100,000 Ferraris are getting thinner. Among those models that Boomers and Gen Xers grew up with, deferred maintenance has made many less-expensive examples into poor choices, a situation that will not get better with time.

This has led buyers toward newer cars; however, Ferrari has manipulated the cost of recent models with custom builds and expensive options. Such escalation in prices supports the value of used models and means that most late-model Ferraris have fared better than they should in the used-car marketplace, despite substantial numbers being available. Manual-transmission cars and special-series models have separated themselves into a different league, bringing exceptional prices.

Ferrari supercars are their own segment. They were expensive when new and only become more so as they age. It recently looked like you couldn't pay too much for one — you could only buy too soon. The current market is still strong, but recent buyers can no longer expect to flip a car at a profit. — **Steve Ahlgrim**





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ITALIAN

ABARTH

750 GT Double Bubble	1956-61	300	\$65,000	\$150,000	C	↑
Record Monza	1959-62	n/a	\$80,000	\$200,000	C	↑

ALFA ROMEO

1500/1750 6C	1927-33	1,059	\$150,000	\$400,000	B	
<i>Add 40% for short chassis</i>						
1750 6C Gran Sport	1929-32	300	\$900,000	\$2,000,000	A	
2300 8C long chassis	1931-34	188	\$3,000,000	\$5,000,000	B	↓
2300 8C short chassis	1931-34	9 (inc.)	\$10,000,000	\$15,000,000	A	
2300 6C	1934-39	1,606	\$150,000	\$1,000,000	B	
2500 6C	1939-51	n/a	\$200,000	\$800,000	B	↓
1900 4C	1951-58	1,894	\$75,000	\$300,000	C	↓
Giulietta/Giulia Sprint	1954-62	n/a	\$30,000	\$50,000	C	
<i>Add 100% for Veloce; add 400% for lightweight</i>						
Giulietta/Giulia Spider	1956-65	n/a	\$40,000	\$75,000	C	
<i>Add 100% for Veloce</i>						
2000 4C Spider	1958-61	3,443	\$75,000	\$160,000	C	↑
Giulietta/Giulia Sprint Speciale	1959-66	2,766	\$85,000	\$145,000	C	
SZ	1960-62	213	\$300,000	\$400,000	C	
2600 6C Spider	1962-65	3,155	\$100,000	\$200,000	C	↑



	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
TZ	1963-65	113	\$800,000	\$1,200,000	C	
Add 200% for TZ2						
GTV	1964-75	44,265	\$45,000	\$75,000	C	
Add 100% for GTC						
GTA/GTA Jr.	1965-71	1,017	\$250,000	\$300,000	C	
Spider	1966-69	15,047	\$30,000	\$60,000	C	
Montreal	1970-77	3,925	\$75,000	\$130,000	C	↑
Spider	1971-94	n/a	\$8,000	\$20,000	C	
GTV6	1981-86	137,579	\$10,000	\$30,000	D	↑
Milano Verde 3.0	1987-89	900	\$10,000	\$25,000	D	
164	1991-94	273,857	\$5,000	\$20,000	D	
SZ	1989-93	1,020	\$50,000	\$70,000	C	
8C coupe/spider	2007-10	1,000	\$250,000	\$350,000	C	
4C coupe	2013-20	9,117	\$40,000	\$60,000	C	
4C spider	2015-20	inc.	\$40,000	\$55,000	C	
Add 300% for 33 Stradale Tributo						

DETOMASO

Valllunga	1967	50	\$250,000	\$390,000	B	
Mangusta	1967-71	400	\$250,000	\$400,000	C	↑
Pantera Pre-L/L	1971-74	7,260	\$80,000	\$150,000	C	
Pantera GT5/GT5-S/90Si	1975-92	inc.	\$100,000	\$350,000	C	↑

FERRARI

250 GT Tour de France	1956-59	77	\$3,491,000	\$6,734,000	A	↑
250 GT PF Cabriolet Series I	1957-59	40	\$4,407,000	\$6,280,000	A	↑
250 GT Spider California LWB (steel)	1957-60	41	\$5,128,000	\$17,557,000	A	↑
250 GT PF Cabriolet Series II	1959-62	200	\$1,259,000	\$1,749,000	B	↑
250 GT Pininfarina coupe	1959-62	353	\$495,000	\$740,000	B	↑
250 GT SWB (steel)	1959-62	90	\$7,200,000	\$9,000,000	A	
400 Superamerica coupe	1959-64	36	\$6,000,000	\$7,000,000	A	↑
250 GT Spider California SWB	1960-63	51	\$8,500,000	\$18,000,000	A	↓
250 GTE 2+2	1960-63	954	\$370,000	\$650,000	C	↓
250 GT0	1962-64	39	\$60,000,000	\$75,000,000	A	↑
250 GT/L Lusso	1962-64	350	\$1,200,000	\$2,300,000	B	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
330 GT 2+2 Series I (4-headlight)	1964-65	625	\$240,000	\$440,000	C	
500 Superfast	1964-66	36	\$1,930,000	\$3,300,000	A	↑
275 GTB	1964-66	235	\$2,000,000	\$3,400,000	A	↑
330 GT 2+2 Series II (2-headlight)	1965-67	474	\$260,000	\$400,000	C	
275 GTS	1965-66	200	\$2,400,000	\$4,200,000	B	↑
275 GTB/4	1966-68	330	\$3,000,000	\$4,000,000	A	↑
330 GTC	1966-68	600	\$730,000	\$1,000,000	B	↑
330 GTS	1966-68	100	\$1,800,000	\$2,400,000	B	↑
206 GT Dino	1967-68	152	\$450,000	\$850,000	B	↑
365 GT 2+2	1967-71	809	\$240,000	\$340,000	C	
365 GTC	1968-69	168	\$850,000	\$1,100,000	B	↑
365 GTB/4 Daytona coupe	1968-73	1,279	\$520,000	\$1,000,000	B	↑
246 GT Dino coupe	1969-74	2,609	\$350,000	\$650,000	B	↑
365 GTC/4	1971-72	500	\$200,000	\$330,000	C	
365 GTS/4 Daytona Spider	1972-73	122	\$2,500,000	\$3,000,000	A	↑
246 GTS Dino Spider	1972-74	1,274	\$450,000	\$974,000	B	↑
365 GT4 2+2	1972-76	521	\$60,000	\$105,000	D	↓
365 GT4 BB	1973-76	387	\$310,000	\$400,000	B	↑
308 GT4 2+2	1974-79	2,826	\$75,000	\$100,000	C	
308 GTB Vetrolresina (fiberglass)	1975-77	712	\$150,000	\$280,000	C	
308 GTB (steel)	1976-79	2,185	\$130,000	\$210,000	C	
512 BB	1976-81	929	\$290,000	\$390,000	B	↑
400 2+2 carbureted	1976-80	502	\$65,000	\$100,000	D	↓
308 GTS	1977-79	3,219	\$69,000	\$150,000	C	
308 GTBi/GTSi	1980-82	2,243	\$65,000	\$115,000	C	
400i/412	1980-89	1,884	\$42,000	\$82,000	D	
512 BBi	1981-84	1,007	\$290,000	\$460,000	B	↑
308 GTB QV	1983-85	748	\$90,000	\$150,000	C	
308 GTS QV	1983-85	3,042	\$70,000	\$140,000	C	
Mondial coupe QV	1983-85	1,145	\$30,000	\$50,000	D	↓
Mondial cabriolet QV	1983-85	629	\$39,000	\$51,000	C	
288 GTO	1984-85	272	\$3,800,000	\$4,500,000	B	↑
Testarossa	1985-91	7,200	\$160,000	\$320,000	C	



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	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Mondial 3.2 coupe/cabriolet	1986-88	1,797	\$35,000	\$85,000	D	↓
328 GTB	1986-89	1,345	\$85,000	\$140,000	B	↑
328 GTS	1986-89	6,068	\$100,000	\$200,000	B	↑
F40	1988-92	1,311	\$2,000,000	\$4,000,000	A	↑
Mondial t coupe	1989-93	858	\$40,000	\$60,000	C	
Mondial t cabriolet	1989-93	1,017	\$45,000	\$70,000	D	↓
348 tb	1989-94	2,894	\$65,000	\$100,000	D	↓
348 ts	1989-94	4,228	\$85,000	\$110,000	D	↓
512 TR	1991-94	2,261	\$300,000	\$500,000	C	
456 GT/GTA	1992-98	1,951	\$60,000	\$80,000	C	
348 Spider	1993-95	1,146	\$95,000	\$210,000	C	
F512 M	1994-96	501	\$450,000	\$800,000	C	
F355 Berlinetta	1994-98	3,829	\$80,000	\$170,000	B	↑
Add \$50,000 for manual transmission						
F355 GTS	1995-98	2,048	\$110,000	\$210,000	B	↑
Add \$70,000 for manual transmission						
F355 Spider	1995-99	2,664	\$95,000	\$140,000	B	↑
Add \$50,000 for manual transmission						
F50	1995-97	349	\$4,500,000	\$5,400,000	A	↑
550 Maranello	1996-2001	3,600	\$150,000	\$330,000	C	
456M GT/GTA	1998-2003	403	\$80,000	\$110,000	C	
360 Modena	1999-2004	8,800	\$85,000	\$130,000	C	
Add 25% for manual transmission						
360 Modena Challenge Stradale	1999-2004	378	\$180,000	\$250,000	C	
550 Barchetta	2000-01	448	\$350,000	\$650,000	C	
360 Modena Spider	2000-04	7,565	\$70,000	\$200,000	C	
Add 25% for manual transmission						
Enzo	2002-03	400	\$1,800,000	\$4,400,000	B	↑
575M Maranello	2002-05	2,100	\$110,000	\$358,000	C	
575M Maranello (6-speed manual)	2002-05	inc.	\$225,000	\$400,000	B	↑
575 Superamerica	2004-05	559	\$340,000	\$750,000	B	↑
575 Superamerica (6-speed manual)	2004-05	inc.	\$508,000	\$774,000	A	↑
612 Scaglietti	2004-09	n/a	\$130,000	\$200,000	C	

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
F430 Berlinetta	2004-09	n/a	\$145,000	\$270,000	C	
F430 Spider	2005-09	n/a	\$195,000	\$280,000	C	
All F430 add \$70,000 for manual transmission						
599 GTB Fiorano	2006-12	n/a	\$200,000	\$280,000	C	
F430 Scuderia	2007-09	n/a	\$220,000	\$320,000	C	
California	2008-13	n/a	\$130,000	\$160,000	C	
458 Italia	2009-15	n/a	\$160,000	\$230,000	C	
F430 Scuderia Spider	2009-10	499	\$250,000	\$385,000	C	
599 GT0	2010-11	599	\$750,000	\$1,000,000	B	↑
599 SA Aperta	2010-11	11	\$1,000,000	\$1,300,000	B	↑
458 Spider	2011-15	n/a	\$220,000	\$330,000	C	
F12 Berlinetta	2012-16	n/a	\$220,000	\$470,000	C	
LaFerrari	2013-15	501	\$3,900,000	\$4,800,000	B	↑
458 Speciale	2013-15	n/a	\$250,000	\$410,000	C	
458 Speciale A	2014-15	499	\$575,000	\$870,000	C	
F12tdf	2015-17	799	\$770,000	\$1,000,000	B	↑
FIAT						
8V	1953-55	142	\$775,000	\$1,100,000	B	↓
Add 100% for Ghia Supersonic						
Jolly	1958-68	650	\$75,000	\$140,000	C	↓
1200/1500 cabriolet	1959-67	n/a	\$20,000	\$35,000	D	↓
Add 50% for OSCA twin-cam models						
Dino 2000/2400 coupe	1966-72	5,814	\$50,000	\$80,000	C	
Dino 2000/2400 Spider	1966-72	1,989	\$115,000	\$140,000	B	
124 Spider	1968-85	198,000	\$12,000	\$20,000	D	
Deduct 20% for post-1974 models						
X1/9	1974-88	140,000	\$13,000	\$23,000	D	
Add 15% for 1974 and post-1982 Bertone models						
ISO						
Rivolta GT	1963-70	797	\$75,000	\$150,000	C	↑
Grifo	1965-74	400	\$400,000	\$600,000	B	↑
Add 20% for 7 Litri; Add 20% for targa; Deduct 10% for automatic						
Lele	1969-74	285	\$60,000	\$110,000	C	↑

ITALIAN

LAMBORGHINI

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
400GT	1966-69	247	\$420,000	\$480,000	B	
Miura P400	1966-69	275	\$1,200,000	\$2,000,000	B	↑
Miura P400 S	1968-71	338	\$1,500,000	\$2,500,000	B	↑
Espada	1968-78	1,223	\$80,000	\$170,000	B	
Miura P400 SV	1971-73	150	\$2,500,000	\$3,500,000	B	↑
Countach	1973-77	110	\$560,000	\$670,000	B	↑
Urraco	1975-80	791	\$60,000	\$80,000	B	
Jalpa	1981-88	410	\$70,000	\$120,000	C	
Diablo	1991-2001	1,846	\$230,000	\$500,000	B	
Murciélago	2002-09	3,983	\$210,000	\$250,000	B	
Gallardo	2004-14	14,022	\$80,000	\$180,000	B	
Aventador	2012-23	11,465	\$290,000	\$370,000	B	
Huracán LP610-4	2014-22	20,000	\$170,000	\$200,000	B	

LANCIA

Lambda	1921-31	11,000	\$80,000	\$200,000	A	
Astura	1931-39	2,946	\$250,000	\$1,500,000	A	↓
B20	1951-58	3,121	\$100,000	\$150,000	B	
B24 cabriolet	1955-58	521	\$250,000	\$350,000	B	
<i>Add 100% for Spider Amercia</i>						
Flaminia	1957-67	n/a	\$50,000	\$150,000	B	
<i>Add 150% for Zagato</i>						
Flavia	1961-73	1,643	\$25,000	\$50,000	C	



1972 Lamborghini Miura

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
Fulvia coupe	1965-76	12,458	\$20,000	\$40,000	B	↑
Stratos	1973-78	492	\$450,000	\$600,000	B	
Delta Integrale	1988-93	44,296	\$65,000	\$100,000	B	
Deduct 25% for 8-valve; add 20% for Evoluzione; add 30% for Evoluzione II						
037	1982-84	217	\$450,000	\$600,000	B	
MASERATI						
A6 (1500)	1947-50	60	\$790,000	\$945,000	B	
A6G (2000)	1950-51	16	\$2,900,000	\$3,700,000	A	
3500GT	1957-64	937	\$150,000	\$250,000	B	
3500 GT Vignale spyder	1958-63	256	\$525,000	\$725,000	B	
5000 GT	1959-66	34	\$1,000,000	\$1,500,000	A	
3500GTi	1961-64	441	\$125,000	\$225,000	C	
Sebring S1	1961-64	351	\$125,000	\$200,000	C	↓
Sebring S2	1964-67	247	\$135,000	\$225,000	C	↓
Quattroporte 1	1964-66	762	\$45,000	\$70,000	D	
Mistral coupe	1964-69	846	\$90,000	\$150,000	C	↓
Mistral spyder	1964-69	124	\$425,000	\$550,000	B	
Mexico	1966-72	482	\$70,000	\$120,000	D	↓
Ghibli coupe	1967-72	779	\$150,000	\$250,000	B	
Ghibli SS coupe	1969-72	425	\$175,000	\$300,000	B	
Ghibli/SS coupe deduct 20% for automatic						
Ghibli Spyder	1969-73	83	\$600,000	\$750,000	B	
Ghibli SS Spyder	1969-73	45	\$700,000	\$900,000	A	
Ghibli/SS Spyder add 10% for factory hard top; deduct 10% for automatic						
Indy	1969-75	1,102	\$75,000	\$120,000	C	↓
Add 10% for 4.7/4.9 and power steering						
Merak	1971-82	1,816	\$45,000	\$90,000	C	
Add 10% for SS model						
Bora	1971-78	564	\$120,000	\$220,000	B	↓
Khamsin	1974-82	430	\$125,000	\$175,000	B	↑
Kyalami	1976-83	200	\$50,000	\$80,000	C	
Khamsin/Kyalami deduct 10% for automatic						
Quattroporte III	1978-90	2,145	\$15,000	\$35,000	D	
MC12	2004-05	50	\$2,400,000	\$3,200,000	B	

Rising Interest

Next Gen Japanese collectibles have room to run

For much of the past 50 years, the Toyota 2000GT has been the only Japanese car that Westerners dared to describe as collectible.

Beginning in the mid-1990s and continuing for two decades, the collector-car market witnessed a meteoric rise in 2000GT values, with the first seven-figure sale coming in 2013. During this same time frame, little else in the Japanese segment showed significant gains in both interest and value.

Fast-forward to the current decade, where the market has experienced rapidly escalating prices for immaculate examples of Next Gen Japanese cars, now considered legitimate collectibles. These cars include R33 and R34 variants of the Nissan Skyline GT-R, the A80 Toyota Supra, Lexus LFA, and first-generation Acura NSX. It is particularly interesting to note that the sharp escalation in prices for all these cars occurred nearly simultaneously, beginning in mid-to-late 2021. Along with this, a small number of classic Japanese cars, most notably pristine examples of Series I Datsun 240Zs, have seen a sharp growth in interest among collectors of all ages.

The market for Next Gen Japanese cars should remain strong over the next few years with younger Gen X and Millennial collectors becoming more entrenched in the hobby. While there remains much enthusiasm for Skyline GT-Rs, prices may cool with several thousand of each series having been produced. Lower-production Next Gen models such as the Japanese-market Honda NSX-R and Lexus LFA will likely show the greatest appreciation. — **Mark R. Brinker**





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JAPANESE

JAPANESE	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
HONDA/ACURA						
S600/S800 coupe	1964-70	25,000	\$21,000	\$30,000	C	
S600/S800 roadster	1964-70	25,000	\$32,000	\$45,000	C	
Acura NSX (NA1)	1990-96	18,685	\$65,000	\$90,000	B	
Acura NSX (NA2)	1997-2005	inc.	\$90,000	\$140,000	B	
Add 50% for Zanardi Edition (51 made)						
Acura Integra Type R	1997-98, 2000-01	11,000	\$25,000	\$80,000	B	↓
S2000	2000-09	66,000	\$18,000	\$50,000	B	
Add 75% for CR						
Acura NSX	2016-21	1,510	\$115,000	\$150,000	C	↓
Acura NSX	2022	300	\$215,000	\$270,000	B	↑
MAZDA						
Cosmo	1967-70	1,539	\$65,000	\$115,000	B	
RX-7 (SA/FB)	1978-85	471,000	\$8,000	\$35,000	D	
RX-7 (FC)	1986-91	272,000	\$9,000	\$35,000	C	
Miata MX-5 (NA)	1989-97	431,506	\$12,000	\$18,000	C	
Deduct 30% for automatic						
RX-7 (FD)	1993-95	13,000 (U.S.)	\$45,000	\$100,000	B	↑
Deduct 50% for JDM RHD; deduct 30% for automatic transmission						
Miata MX-5 (NB)	1999-2005	290,123	\$10,000	\$15,000	C	
Add 20% for Mazdaspeed; deduct 30% for automatic transmission						
NISSAN/DATSUN						
1600 Fairlady roadster	1966-70	45,000	\$13,000	\$30,000	C	
2000 Fairlady roadster	1967-70	15,000	\$15,000	\$35,000	B	↑
Add 10% for 1967 model (low windshield flat dash); add 15% for Solex edition						
240Z	1970-73	168,000	\$13,000	\$80,000	B	↓
260Z (2-seater)	1974	40,000	\$9,000	\$40,000	C	
280Z (2-seater)	1975-78	203,000	\$12,000	\$35,000	C	
280ZX	1979-83	331,000	\$3,000	\$45,000	C	
Skyline GT-R (R32)	1989-94	43,000	\$23,000	\$80,000	B	
Add up to 200% for rare variants (V Spec, N1, etc.)						

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
300ZX Twin Turbo (Z32)	1990-96	89,156 (U.S.)	\$25,000	\$35,000	C	
<i>Deduct 30% for base model</i>						
GT-R	2009-23	40,000	\$68,000	\$125,000	B	↓
TOYOTA/LEXUS						
2000GT	1967-70	335	\$700,000	\$900,000	A	
Land Cruiser (J60)	1981-89	n/a	\$25,000	\$40,000	C	
Celica Supra (A60)	1982-85	114,000	\$13,000	\$25,000	C	↑
MR2 (AW11)	1985-89	97,000	\$12,000	\$20,000	C	↑
<i>Add 40% for 1988-89 supercharged</i>						
Supra (A70)	1986-92	110,000	\$17,000	\$30,000	B	↑
<i>Deduct 10% for naturally aspirated</i>						
MR2 (SW20)	1990-95	20,256	\$13,000	\$17,000	C	↑
MR2 Turbo (SW20)	1990-95	inc.	\$17,000	\$30,000	C	↑
Land Cruiser (J80)	1991-97	74,730	\$20,000	\$35,000	C	↓
<i>Deduct 50% for 1991-92</i>						
Supra (A80)	1993-98	11,000	\$70,000	\$150,000	B	
<i>Deduct 50% for naturally aspirated; deduct 30% for automatic</i>						
Lexus LFA	2011-12	436	\$750,000	\$1,100,000	A	↑
Lexus LFA Nürburgring Edition	2011-12	64	\$1,400,000	\$1,700,000	A	↑



Lexus LFA

Historic Bargains

Amidst a generational shift, “Les Grandes Marques Françaises” offer unprecedented value

Right now, if you want a couple of vintage Louis Vuitton traveling cases to put in the back of your 1930s Delage or Delahaye, they'll likely cost you as much as the car. Traditional buyers of the renowned French marques — including Delahaye and Delage, plus Bugatti, Talbot-Lago and Hispano-Suiza (yes, this nominally Spanish automaker designed and produced most of its cars in France) — are either dead or too old to care. With rare exceptions, their children and grandchildren have not been interested.

So, if you look hard, you can find a Delahaye 2-door saloon in Europe for \$75k. Spend less than \$10k to get it home and it will most likely be surprisingly reliable and give you years of pleasure. Now, a Bugatti or Hispano could result in a world of expensive pain. Part of what's going on with the market is that such potential pain has wrongly rubbed off onto the likes of Delage, Delahaye and Talbot. These cars have had a huge correction during the past three years and are now selling at prices that make serious financial sense.

Bugatti and Hispano are still very much prestigious automobiles and cost serious money. Unless you are unlucky enough to buy a Delage, Delahaye or Talbot with a cracked block, they will deliver thousands of miles of carefree motoring. Your local shop should even be able to look after them. They are handmade, rare and unusual. If you push the budget to \$300k, they are even very beautiful, with coachwork that will put the heads of passersby on a swivel. These cars are extremely unlikely to drop any further in value. Buy one now before everyone else wakes up. — **Toby Ross**



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ETCETERINI	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
AMILCAR						
CGS Add 30% for SS	1923-29	4,700	\$60,000	\$90,000	B	
BUGATTI						
Type 13	1909-22	5	\$250,000	\$750,000	A	↓
Type 35 Add 50% for original supercharged	1924-34	640	\$1,000,000	\$1,500,000	A	
Type 37 Add 40% for original supercharged	1925-31	280	\$800,000	\$1,300,000	A	↑
Type 40	1926-33	840	\$200,000	\$400,000	B	
Type 43	1927-35	160	\$1,000,000	\$2,000,000	A	
Type 44/49	1927-34	1,580	\$250,000	\$800,000	B	
Type 57	1935-39	680	\$350,000	\$2,000,000	A	↓
Type 57S	1936-38	40	\$5,000,000	\$9,000,000	A	
CITROËN						
Traction Avant sedan Add 20% for pre-war production	1934-57	760,000	\$15,000	\$25,000	B	
Traction Avant roadster	1934-39	n/a	\$75,000	\$125,000	A	
2CV sedan (375-cc, 425-cc, 435-cc) Add 20% for ripple bonnet (1948-60)	1948-70	3,867,932	\$10,000	\$20,000	B	
DS19 sedan	1956-65	1,455,746	\$25,000	\$50,000	A	↑



1968 Citroën DS21

	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
ID19/D Special sedan	1957-75	inc.	\$20,000	\$40,000	B	
2CV Sahara	1958-71	694	\$75,000	\$110,000	B	
DS convertible	1961-71	1,365	\$175,000	\$225,000	A	↑
Add 20% for DS21						
Ami6 sedan	1961-19	1,840,396	\$10,000	\$25,000	C	
DS21 sedan	1965-75	inc.	\$25,000	\$60,000	B	↑
Add at least 20% for genuine Pallas with leather and A/C						
2CV (602-cc)	1967-90	inc.	\$20,000	\$30,000	B	
Add 20% for genuine Charleston						
Mehari	1968-87	145,000	\$10,000	\$25,000	C	
SM	1970-75	12,920	\$25,000	\$60,000	B	
Deduct 35% for Automatique						
DELAGE						
D6	1930-54	n/a	\$50,000	\$200,000	B	↓
D8	1929-39	n/a	\$100,000	\$300,000	B	↓
D8 120	1936-39	n/a	\$300,000	\$800,000	A	↓
DELAHAYE						
135	1935-52	2,500	\$80,000	\$900,000	B	↓
135 short chassis	1935-36	16	\$2,000,000	\$3,000,000	A	↓
135 race car	1935-37	30	\$1,000,000	\$3,000,000	A	↓
235	1951-54	84			B	↓
FACEL VEGA						
HK500	1959-61	489	\$90,000	\$160,000	B	
Facel II	1962-64	184	\$120,000	\$210,000	B	
HISPANO-SUIZA						
Alfonso	1911-14	500	\$300,000	\$600,000	A	↓
H6	1919-36	2,600	\$200,000	\$350,000	A	↓
H6C	1924-34	246	\$250,000	\$500,000	A	↓
J12	1931-38	120	\$1,000,000	\$2,000,000	A	↓
K6	1933-37	202	\$150,000	\$300,000	B	↓
RENAULT						
5 Turbo/Turbo II	1980-85	3,576	\$81,000	\$147,000	B	↑

ETCETERINI	Year(s)	Number Produced	Values		Grade	Market Trend
			Low	High		
SPYKER						
C8	2008-09	240	\$300,000	\$400,000	C	
TALBOT-LAGO						
T23	1937-39	16	\$100,000	\$500,000	B	↓
T150C	1937-39	n/a	\$150,000	\$1,000,000	B	↓
T150C SS	1937-39	n/a	\$5,000,000	\$8,000,000	A	
T26	1946-55	750	\$100,000	\$1,000,000	B	↓
T26 Gran Sport	1947-55	inc.	\$800,000	\$3,500,000	A	↓
T14	1955-59	54	\$150,000	\$300,000	B	
VOLVO						
122S	1956-70	667,791	\$8,000	\$21,000	C	
PV544	1958-60	440,000	\$14,000	\$24,000	C	
1800S	1961-73	47,848	\$30,000	\$50,000	C	
1800E	1970-72	9,414	\$8,000	\$45,000	C	↑
1800ES	1972-73	8,078	\$7,000	\$60,000	C	↑
240	1975-82	2,800,000	\$5,000	\$13,000	C	
Add 20% for wagon						
V70R	2004-07	3,407	\$12,000	\$35,000	C	
C30 T5R	2010-13	22,233	\$16,000	\$23,000	D	
Add 10% for Polestar						



1972 Volvo 1800E

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
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Jeremy Cliff ©2023, courtesy of RM Sotheby's

- #1** **1962 Ferrari 330 LM / 250 GTO racer**
\$51,705,000 – RM Sotheby's, New York, NY, 11/13/23
-

#2



- 1967 Ferrari 412 P Berlinetta**
\$30,255,000 – Bonhams
Cars, Carmel, CA, 8/18/23
-

#3



- 2013 Mercedes-AMG
Petronas F1 W04 racer**
\$18,815,000 – RM Sotheby's,
Las Vegas, NV, 11/17/23
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- 1962 Ferrari 250 GT
California Spider**
\$18,045,000 – Gooding &
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3/3/23
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#5



1964 Ferrari 250 LM racer

\$17,189,031 – Artcurial, Paris, FRA, 7/6/23

#6



1957 Jaguar XK-SS convertible

\$13,205,000 – RM Sotheby's, Monterey, CA, 8/19/23

#7



1972 Ferrari 312 PB racer

\$13,015,534 – RM Sotheby's, Cernobbio, ITA, 5/20/23

#8



2002 Mercedes-Benz CLK GTR Roadster

\$10,235,000 – RM Sotheby's, Las Vegas, NV, 11/17/23

#9



2022 Bugatti Chiron Profilée coupe

\$10,667,950 – RM Sotheby's, Paris, FRA, 2/1/23

#10



1962 Ferrari 250 GT SWB Berlinetta

\$9,465,000 – Gooding & Company, Pebble Beach, CA, 8/18/23

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