

1969 Chevrolet Corvette

2dr Convertible • 8-cyl. 350cid/350hp 4bbl L46

#1 Concours condition

\$88,900

↗ +0.7%

#2 Excellent condition

\$64,700

↗ +8.9%

#3 Good condition

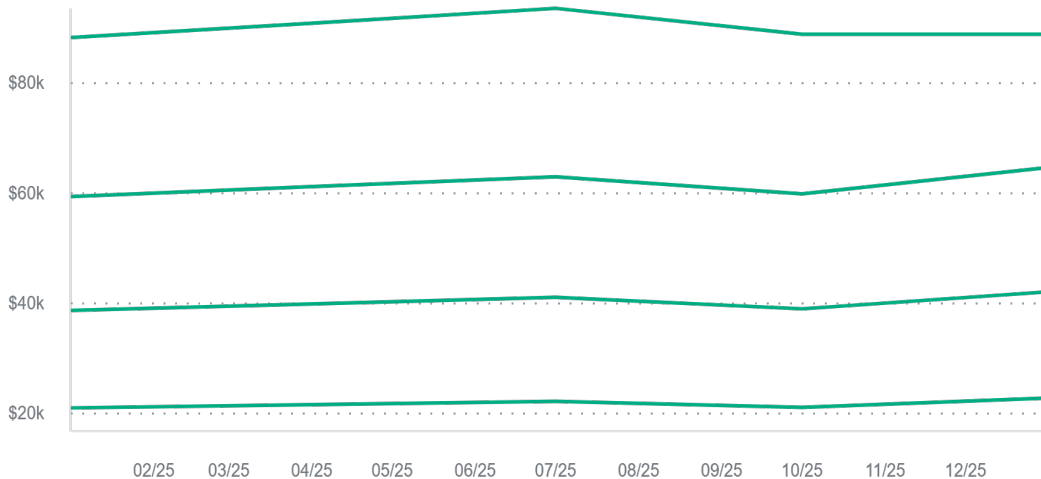
\$42,100*

↗ +8.8%

#4 Fair condition

\$22,800

↗ +8.6%



NOTE: The chart displays price changes for the last year.

Value adjustments

<p>+5% for hard top.</p>	<p>+\$2,000 for a/c.</p>	<p>-10% for auto transmission.</p>
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Model description

The 1969 Chevrolet Corvette changed little from the preceding year, but "Stingray" now became one word and was badged on the front fenders. Thanks to a long selling season, the year was an outstanding sales success for Corvette with the total jumping 30 percent to 38,762 and for the first time coupes outsold convertibles 22,129 to 16,233.

The 300bhp, 350 cubic-inch small-block Chevy V-8 was now the base engine, with an additional 50 bhp available in the L46 option for \$131.65. There were four big-block 427-cubic-inch V-8s available. The 390 bhp L36 (10,531 sold) had a four-barrel carburetor, and there were three triple-carb engines: the 400 bhp L68 (2,072 sold), 435 bhp L71 (2,722) and the (nominally) 430 bhp L88. This was the last year for the L88 Corvette with 116 built for '69, and there were also two ZL1 L88s with an alloy block, costing a whopping \$4,718 extra.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.