

1971 Chevrolet Corvette

2dr Coupe • 8-cyl. 454cid/425hp 4bbl LS6

#1 Concours condition

\$200,000

↗ +49.3%

#2 Excellent condition

\$135,000

↗ +21.6%

#3 Good condition

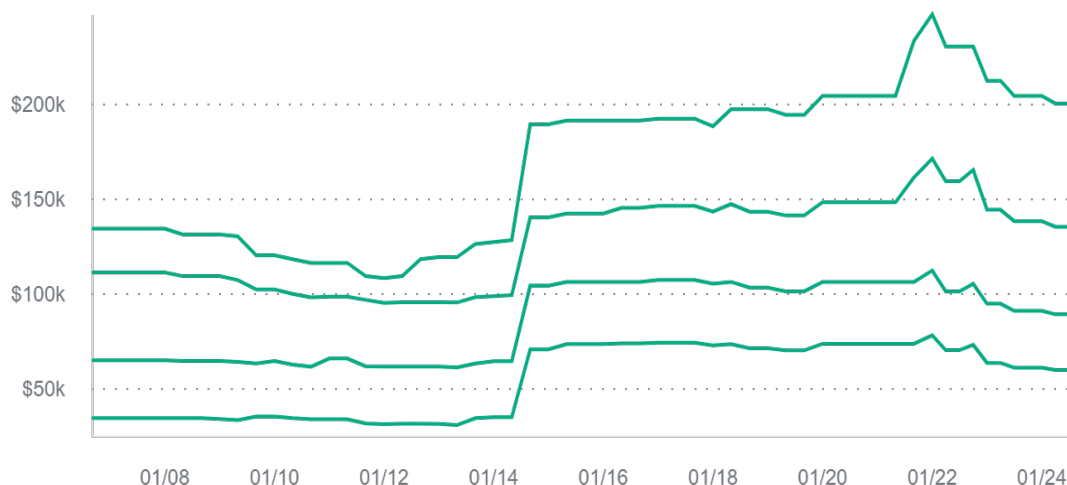
\$88,900*

↗ +37.4%

#4 Fair condition

\$59,600

↗ +74.3%



Value adjustments

+\$1,800 for close ratio 4-spd.	-8% for auto trans.	+\$200 for pwr wndws.	+\$2,000 for a/c.	+\$1,850 for hard top.
+\$900 for custom interior (leather).	+\$2,500 for pwr strg.	+\$1,500 for tilt/tele strng whl.		

Model description

The 1971 Corvette changed very little in appearance from 1970, but the new motors had lower compression ratios as GM geared up for lower octane unleaded gas. The basic 350 cid Chevy V-8 now made 270 bhp, down from 300, while the solid lifter LT1 produced just 330 bhp, down from 370. Among the big-blocks, the LS5 454 generated 365 bhp, down from 390. The LS6 454, however, still managed 425 bhp as a tamer version of the canceled 1970 model, which had been good for 460 bhp.

Sales rose slightly to 21,801 units, with 14,680 coupes and 7,212 convertibles. Base prices also rose. The convertible now topped \$5,000 at \$5,259, and the coupe was \$5,496. Auxiliary hardtops went to 2,619 convertible buyers and 832 of those were ordered a vinyl cover. The LS5 attracted 5,097 buyers, while the LS6 only found 188 buyers (it cost an extra \$1,221). For the small-block LT1, 1,949 buyers stepped up.

High-performance options included the ZR1 special purpose model with the LT1 engine, M22 heavy duty close-ratio gearbox, power brakes, aluminum radiator and heavy duty suspension for \$1,010. Only eight were built and the ZR2 big-block package with the 425 bhp 454 cubic inch V-8 found a mere 12 buyers. Buyers could order a Hydra-Matic transmission with the LS6 engine, but not in the ZR2 option. Base cars had the wide-ratio 4-speed gearbox, but 2,347 buyers opted for the close-ratio M21 gearbox and 130 ordered the heavy duty close-ratio 4-speed.

*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.

The custom interior had woodgrain finish and carpeted lower doors, and such buyers often chose the 3-speed Hydra-Matic automatic transmission (10,060), air-conditioning (11,481), power windows (6,192) power brakes (13,558), power steering (17,904) and white letter tires (12,449).

There were 10 colors to choose from this year and the numbers were recorded again: War Bonnet Yellow (3,706), Brands Hatch Green (3,445) Mulsanne Blue (2,465), Ontario Orange (2,269), Mille Miglia Red (2,180), Classic White (1,875), Steel Cities Gray (1,591), Bridgehampton Blue (1,417) Nevada Silver (1,177) and Sunflower Yellow (1,177).

Body styles

2dr Convertible 2dr Coupe

Engine types

8-cyl. 350cid/270hp 4bbl 8-cyl. 350cid/330hp 4bbl LT1 8-cyl. 454cid/365hp 4bbl LS5 8-cyl. 454cid/425hp 4bbl LS6

1968-1982 Chevrolet Corvette stats

Highest sale	Most recent sale	Sales
\$3,140,000	\$42,266	9257

Equipment

Standard Equipment

4-Speed Manual Transmission
Bucket Seats
Disc Brakes
Heater/Defroster
Seat Belts
Tachometer

Optional Equipment

AM/FM
Air Conditioning
Automatic Transmission
Auxiliary Hard Top
Leather
Power Brakes
Power Steering
Power Windows
Telescopic Steering Column
White Sidewall Tires

Additional Info

Vehicle Length: 182.5 in
Wheelbase - Inches: 98 in

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.

#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.

#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.

#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.