

1999 Shelby Series 1

2dr Convertible • 8-cyl. 244cid/320hp FI

#1 Concours condition

\$225,000

— 0%

#2 Excellent condition

\$165,000

— 0%

#3 Good condition

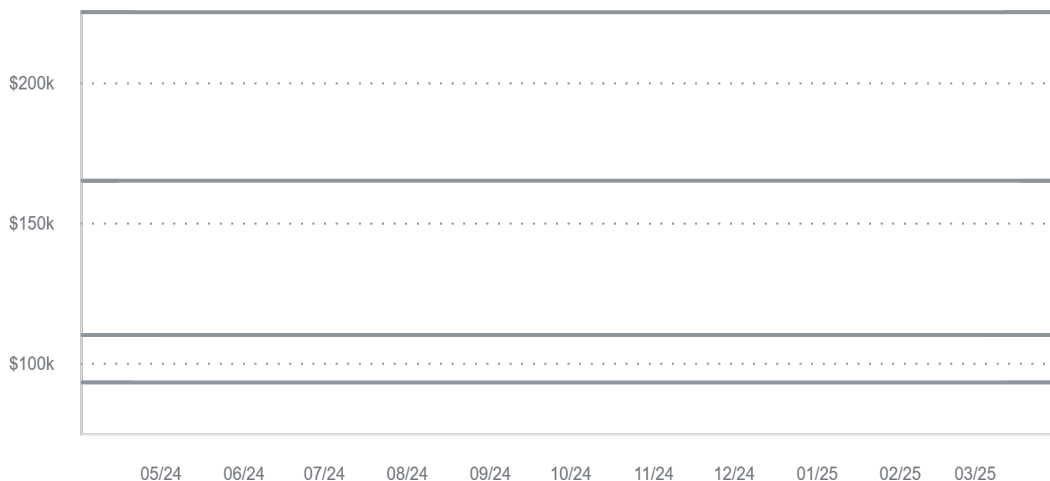
\$110,000*

— 0%

#4 Fair condition

\$93,000

— 0%



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

Value adjustments

+20%
for Laguna Seca
Blue.

-25%
for SMG.

Model description

Design work on the Shelby Series 1 began as early as 1994, and it ultimately became the only car designed completely from scratch by Carroll Shelby. While it didn't quite turn into the successor to the original Shelby Cobra as planned, it did have some impressive performance credentials behind it by the time it launched, including an aluminum chassis and a top speed of 170 mph. Most people remember the car for what it wasn't, unfortunately.

Original specifications called for a carbon fiber body, a rear-mounted Corvette C5 transaxle, a total weight of 2,650 lbs, and 500 horsepower, but the reality was somewhat more modest. The car's weight increased to nearly 3,000 lbs as engineers adjusted to EPA mandates, and the installed engine ended up being the Oldsmobile Aurora's V-8 motor, which offered 320 horsepower and a 0 to 60 sprint in 4.4 seconds, instead of an Olds V-8 modified for the Indy Racing League.

From the time the model was announced, buyers lined up and plunked down deposits on a price that started at \$85,000 in 1998 then successively rose to about \$140,000. Production delays and the shift in the model's performance proved to be too much for some early enthusiasts, though, and a number of buyers sued to get their deposits back.

*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 picture had brightened somewhat in about 2000, when a Vortec supercharged version was announced. Performance now approached the original claims, with 450 horsepower, 0 to 60 mph in 3.71 seconds, and a quarter mile in 12.4 seconds at 120.03 mph. However the base price had now risen to \$174,975 and the supercharged model was \$195,000.

By 2003 a new majority owner, Venture Corporation, was in control of Shelby American, and only 249 of the planned 500 Series 1s had been sold, about 80 of them supercharged. Venture went bankrupt in 2004 and Shelby bought the remaining stock, minus engines and transmissions, selling them as CSX5000 "component" cars. This maneuver eliminated the need for EPA and DOT certification since the buyer would complete the car himself, and CSX5000 cars sold for around \$100,000.

Today the Shelby Series 1 elicits a mixed reaction—some enthusiasts recognize it as a true sports car with a Shelby pedigree while others bemoan what could have been. Setting aside the back story, however, the Series 1 can provide a lot of fun and exclusivity, and it seems to have run its course of depreciation. Lots of low-mile examples exist, but astute buyers will be more concerned with whether or not the car is equipped with a blower.

Body styles

2dr Convertible

Engine types

8-cyl. 244cid/320hp FI

1999-2002 Shelby Series 1 stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
249	\$313,000	\$77,000	\$118,250	135

** Number produced is specific to this year and configuration.

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.