

1975 Chevrolet Corvette

2dr Convertible · 8-cyl. 350cid/205hp 4bbl L82

#1 Concours condition

\$59,800

↗ +8.1%

#2 Excellent condition

\$44,800

↗ +8.2%

#3 Good condition

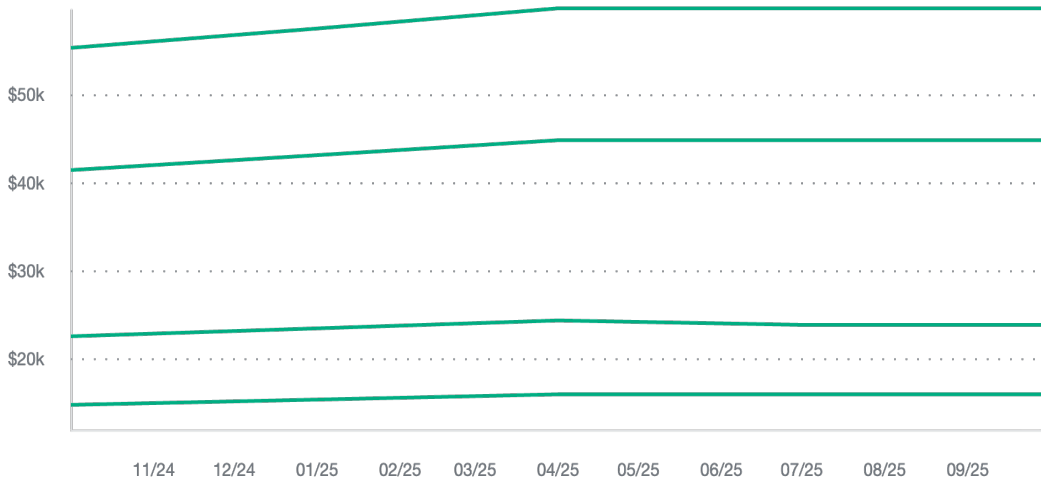
\$23,800*

↗ +5.8%

#4 Fair condition

\$15,900

↗ +8.2%



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

Value adjustments

+10%
for 4-spd.

+5%
for hard top.

+2%
for gymkhana
suspension.

Model description

In the mid-1970s, Chevrolet was expanding its line as catalytic converters were introduced to clean up exhausts and "no points" high-energy electronic ignition (HEI) was soon standardized. Dual exhausts were fed into one converter, then divided into dual exhausts again.

C3 Corvette production rose to 38,465 units, but only 4,629 were convertibles and this would be the last year for a soft top until 1986. The rest were T-top coupes. The soft bumpers were redesigned, with a honeycomb core up front and internal shock absorbers at the back.

Only one engine size was offered for the 1975 Corvette. Base horsepower dropped to a fairly disappointing 165 bhp from the 350 cubic-inch V-8, with a wide-ratio 4-speed gearbox. A total of 2,372 buyers spent an extra \$336 for the 205 bhp L82 engine and 1,057 ordered the close-ratio 4-speed gearbox at no extra charge. The mechanical tachometer was dropped in favor of an electronic unit. The coupe now cost \$6,810, with the convertible at \$6,550.

*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.