

1968 Chevrolet Corvette

2dr Convertible • 8-cyl. 327cid/350hp 4bbl L79

#1 Concours condition

\$71,500

▾ -9.8%

#2 Excellent condition

\$47,400

▾ -9.7%

#3 Good condition

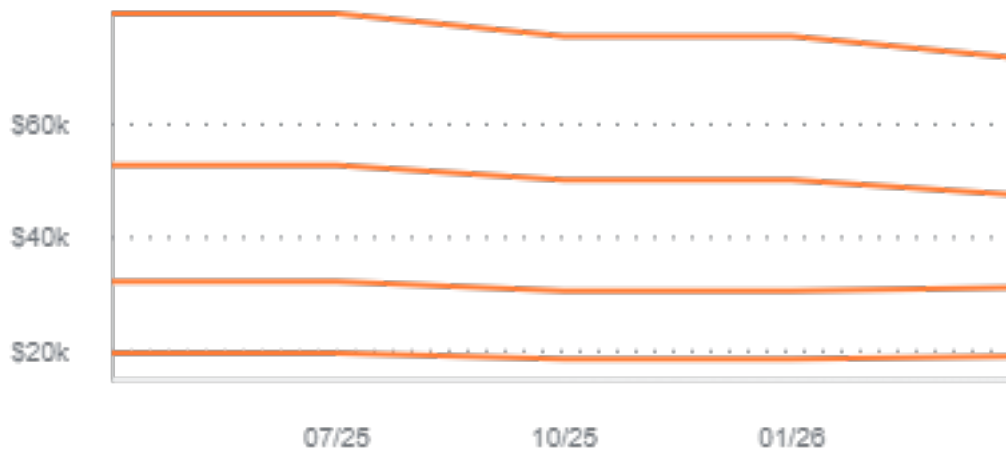
\$31,000*

▾ -3.1%

#4 Fair condition

\$18,800

▾ -3.1%



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

Value adjustments

-10% for auto transmission	+5% for hard top	+\$2000 for a/c
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Model description

After some delays due to teething troubles, Larry Shinoda's radical Mako Shark concept became the new Chevrolet Corvette Stingray for 1968, also known as the Corvette C3. Significantly revised from the linear C2 with its knife-edge beltline, the new model featured a T-top option for the coupe and a tunnel rear window, which was removable. The front sloped steeply with pop-up headlights, and fenders were sharply crowned, creating the impression that the car was lower. The new model rode on the same wheelbase, but was seven inches longer and had a Kamm tail.

Sales jumped to 28,566 vehicles and two thirds (18,630) were now convertibles, 8,735 with an optional hardtop (\$232). Base price was \$4,320 for the convertible and \$4,663 for the coupe. The base powertrain was still the 300 bhp, 327 cubic inch small-block Chevy V-8 with a 3-speed manual gearbox, but 9,440 buyers stepped up for the 350 bhp L79 engine. There were also four 427 cubic-inch big-block engines to choose from, offering 390 bhp (L36), 400 bhp (L68), and 435 bhp (L71) – the latter with triple carburetors and the option of alloy heads. A total of 7,717 buyers chose the L36 motor, 1,932 the L68 and 2,898 the L71 – 624 adding alloy heads. At the top of the heap was the L88 race motor rated at 430hp (it made much more in reality) and heavy duty 4-speed gearbox. Only 80 were built.

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.

*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.