

1962 Chevrolet Corvette

2dr Convertible . 8-cyl. 327cid/340hp 4bbl

#1 Concours condition

\$144,000

↗ +0.7%

#2 Excellent condition

\$98,900

↘ -4%

#3 Good condition

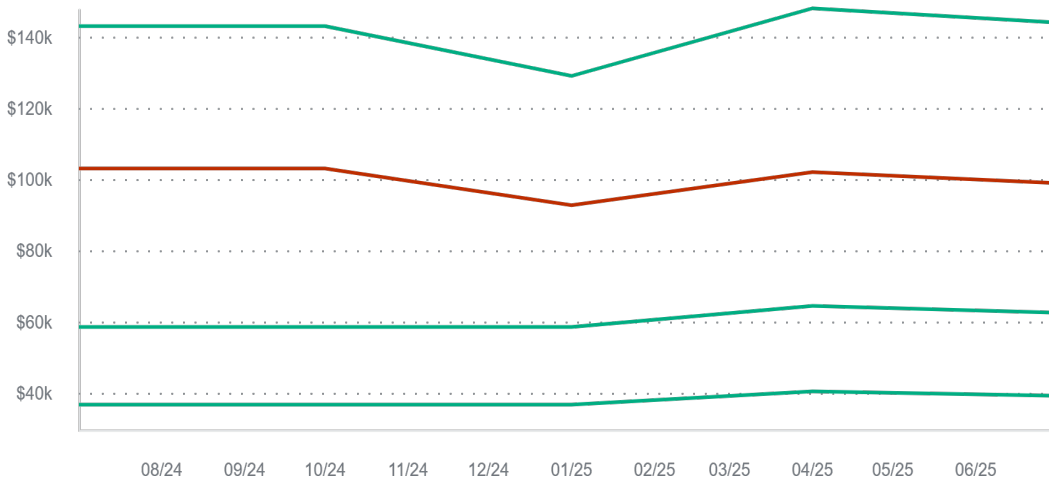
\$62,500*

↗ +6.8%

#4 Fair condition

\$39,200

↗ +6.8%



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

Value adjustments

+10% for 4-spd.	+25% for HD brakes and suspension.	+\$1,000 for Wonderbar radio.	+\$450 for pwr wndws.	+\$2,750 for pwr top.
+\$3,500 for hard top.	-10% for auto trans.			

Model description

The 1961 Chevrolet Corvette was one year removed from a major update to the rear end, swapping out the curvy rear end for the "wedge tail." The '61 and '62 are the only C1 Corvettes to have this rear end, which would go on to lay the groundwork for the C2 Stingray.

What sets the '62 apart from the '61 is the paint within the scalloped side sections, or "coves." Previous years featured white and other colors to contrast with the body color, but this was exchanged for a matching color scheme. The chrome border was also removed, and a vent now appeared behind the front wheel.

*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.

Color choices included Tuxedo Black, Fawn Beige, Roman Red, Ermine White, Almond Beige, Sateen Silver, and Honduras Maroon. Wheels could also be ordered as body color, continuing the march away from the chrome and fins of previous models.

Under the hood, the small-block Chevy V-8 engine's displacement was increased to 327 cid, and offerings simplified to just four. There were three carbureted versions as well as one fuel injected. The carburetor engines made 240, 300 or 340 hp, respectively, while the fuel injected model put out an impressive 360 hp. GM also simplified the transmission offerings, providing either a Powerglide automatic or 4-speed manual transmission.

Seatbelts were standard from the factory, as were a heater and defroster. The heater/defroster could be deleted, however, to save weight.

The rarity for this year is any Corvette with the "Sebring Package." Designed for racing, this package included hood louvers, headlight covers, front anti-sway bar, a massive 37-gallon fiberglass fuel tank and other performance mods.

General Motors built 14,531 examples of the 1962 Chevrolet Corvette, marking the most popular model year for the first-generation C1 'Vette.

Body styles

2dr Convertible

Engine types

8-cyl. 327cid/250hp 4bbl

8-cyl. 327cid/300hp 4bbl

8-cyl. 327cid/340hp 4bbl

8-cyl. 327cid/360hp FI

1953-1962 Chevrolet Corvette stats

Highest sale	Lowest sale	Most recent sale	Sales
\$7,705,000	\$1	\$36,487	6212

Equipment

Standard Equipment

- 3-Speed Manual Transmission
- Bucket Seats
- Seat Belts
- Tachometer

Optional Equipment

- AM
- Heater
- Heavy Duty Brakes and Suspension
- Power Windows
- White Sidewall Tires

Additional Info

- Shipping Weight: 3060 lbs
- Vehicle Length: 177.2 in
- Wheelbase - Inches: 102 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.

#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.