

2008 Pontiac Solstice GXP

2dr Convertible · 4-cyl. 122cid/260hp DI Turbo

#1 Concours condition

\$33,500

0%

#2 Excellent condition

\$19,700

0%

#3 Good condition

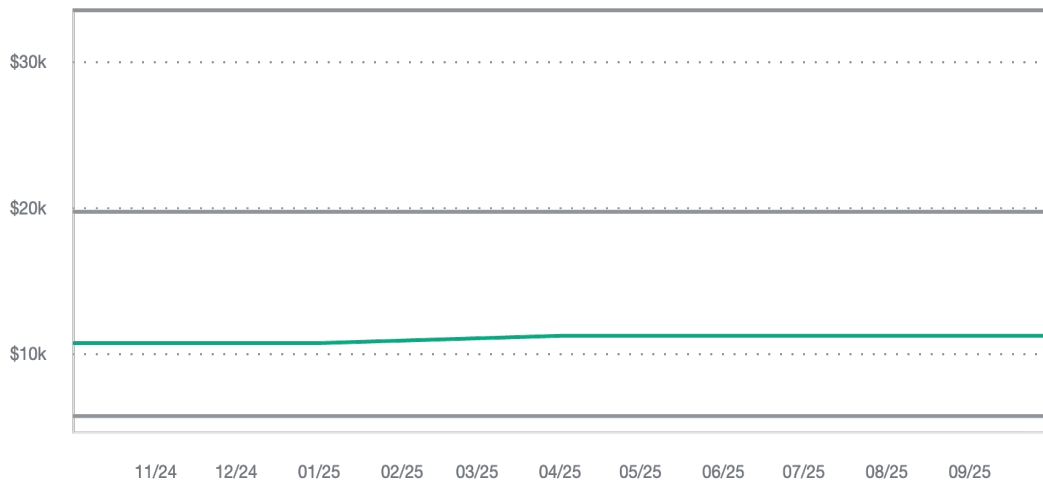
\$11,200*

+4.7%

#4 Fair condition

\$5,700

0%



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

Value adjustments

+\$1,500
for hardtop with convertible.

-15%
for auto trans on GXP.

Model description

The 2006-10 Pontiac Solstice roadster provided a fitting end to GM's wild child, a brand which always filled an eclectic and usually performance-oriented niche in the corporation. The division's death throes also included a couple of superb muscle cars based on Australian Holdens – the GTO and the G8 – but the Solstice was the only sports car.

That the Solstice roadster concept was rushed from pen to tin in merely four months speaks volumes about Bob Lutz, the retired Chrysler executive who was brought in to inject life and enthusiasm to GM. That it was launched 17 years after the Mazda Miata, however, illustrates Detroit's glacial reaction time. Mazda was readying the fourth version of its roadster at the same time, but the Solstice was competitively priced at \$19,915.

That was possible in large part due to GM's massive inventory of already available parts like Cadillac rear axle and glovebox, Chevy steering column and door handles, and GMC backup lights, just to name a few.

*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 Solstice's Kappa platform was shared by the Saturn Sky, Opel GT and Daewoo GX2. Two hydroformed rails connected the front and rear control arm suspensions while a central backbone tunnel linked the firewall and windshield frame to the rear bulkhead behind the seats.

The construction was suitably stiff, but at 2888 pounds it was 400 pounds heavier than the Miata. The 2.4-liter, 177-hp four and 5-speed from the Chevy Colorado pickup weren't ideal, but performance was addressed in the 2007 Solstice GXP that boasted a 260-hp, 2.0-liter DOHC turbocharged four. This brought 0-60 mph down to 5.5 seconds from 7 seconds. The cost was \$25,995 – not bad for 57 percent more power.

A Solstice Coupe was shown at the 2009 New York Auto Show and based on the GXP model. It's handsome and quite rare, amounting to only 1266 of the 65,724 Solstices built. However, its removable targa top was too big to fit in the car when it was removed, so a canvas top was offered to fill the space.

The demise of Pontiac at the beginning of 2010 accelerated the Solstice's collectability, and low-mileage cars (especially GXP coupes) were coming to auction as early as 2011. For the most part, though, they remain quite affordable and offer a stylish alternative to the Japanese roadsters of the mid-2000s.

Body styles

2dr Convertible

Engine types

4-cyl. 122cid/260hp DI Turbo

2006-2010 Pontiac Solstice stats

Highest sale	Lowest sale	Most recent sale	Sales
\$88,560	\$3,850	\$11,550	554

Equipment

Standard Equipment

- AM/FM CD
- All Wheel
- Daytime Running Lights
- Dual Front Air Bags/Passenger Sensor/
Active Seat Belts
- Electronic Stability
- Hands Free Calling
- Independent
- Power Brakes
- Power Steering
- Power Windows
- Retractable Roof Panel
- Sentry key and keyless entry
- Tilt Steering Wheel

Optional Equipment

- Air Conditioning

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 56
- Front Tire Size: 18R245
- Manufacturer Code: C137
- Manufacturer MSRP: 28135
- Market Segmentation: Compact Sport
- Shipping Weight: 2976
- Vehicle Height: 50.1
- Wheel Base Longest - Inches: 95.1
- Wheel Base Shortest - Inches: 95.1

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.