

1948 Crosley CC

2dr Station Wagon • 4-cyl. 44cid/26.5hp 1bbl

#1 Concours condition

\$26,400

0%

#2 Excellent condition

\$17,700

0%

#3 Good condition

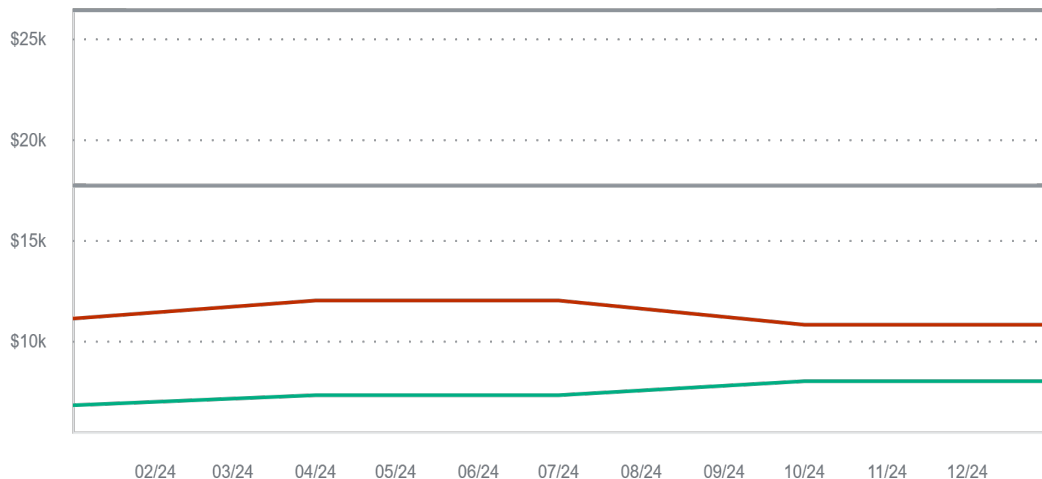
\$10,800*

-2.7%

#4 Fair condition

\$8,000

+17.6%



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

Model description

Industrialist Powel Crosley repeatedly tried to enter the motor industry prior to WWII, but his efforts producing a 59-pound Navy engine during the war finally provided him with a viable mass-market product. Following the armistice, Crosley fitted the 26.5-hp, 44-cid COBRA (copper brazed) engine to a new Crosley, which started production in 1945 as 1946 models. The cars were very basic, with a beak-nosed, slab-sided two-door sedan and a convertible whose top slid down the side rails, leaving the windows in place. In the first year, Crosley sold 4,999 vehicles, including 12 convertibles.

For 1947, Crosley added a two-door station wagon and sales boomed to 19,000 units due to the overall new car shortage. Crosley was hoping for 80,000 sales in 1948, but the Big Three redesigned their pre-war models and his models suddenly looked dated. Still, Crosley sold 29,000 cars, which would prove to be his best year. Most popular by far were the station wagon.

Crosley restyled his range with a more modern nose in 1949 but sales plunged to just under 7,500 units as the Big Three ramped up production. Crosley fought back with his Hot Shot two-seat sports car, which had bug-eye headlights and a fold-down windshield. It was to prove very competitive in its race classes and 752 were sold. By this point, the sheet steel engine block was proving porous, as electrolysis created pinholes in the water jacket. Crosley's reluctant solution was to introduce a cast-iron, fixed-head block, standard on the Hot Shot and retrofitted the engine to many other cars. A similar fate befell his disc brakes, which succumbed to road salt.

For 1950, there were several lines of Crosley, with the Standard, Super, Hot Shot, and Jeep-like Farm-O-Road. Sales of all vehicles slid below 7,000, and then further to 6,600 in 1951. By 1952, Crosley realized his time was past and pulled the plug on June 3, after 2,075 vehicles had been produced.

*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.

Today Crosleys have a small but dedicated following. The Hot Shot preceded the influx of British sports cars in the 1950s, and is quite collectible, especially in Super Hot Shot guise. Other models appear crude today and make America seem very big, though the Farm-O-Road has charm in the vein of a Mini Moke, and the wagons are equally cheerful.

Body styles

2dr Convertible

2dr Sedan

2dr Station Wagon

Engine types

4-cyl. 44cid/26.5hp 1bbl

1946-1952 Crosley stats

Highest sale

\$78,400

Lowest sale

\$1,870

Most recent sale

\$11,666

Sales

93

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.