

1967 Lincoln Continental

4dr Convertible . 8-cyl. 462cid/340hp 4bbl

#1 Concours condition

\$105,000

▼ -2.8%

#2 Excellent condition

\$75,800

▼ -3.9%

#3 Good condition

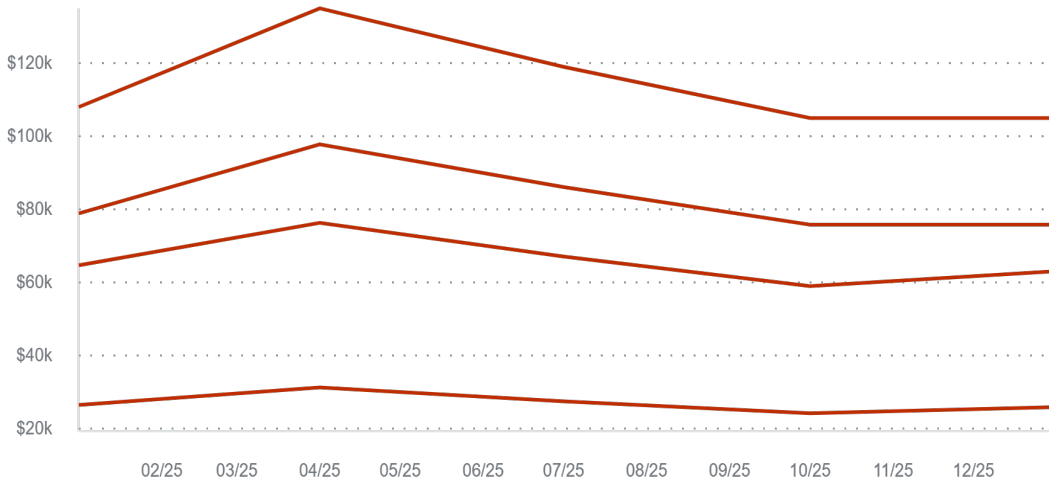
\$63,100*

▼ -2.5%

#4 Fair condition

\$25,900

▼ -2.3%



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

Value adjustments

+10%
for factory a/c.

Model description

The 1961 Lincoln Continental was based on a stretched version of a proposed 1961 Thunderbird two-door hardtop that had been rejected as too classy and not sporty enough for the typical Thunderbird buyer. The 1958 recession and Edsel debacle, meanwhile, had injured the Ford Motor Company overall. But while the four-seat Thunderbird was a relatively huge success, the Lincoln division was in danger of being culled. Designers and engineers worked hard at making a new, distinctive and profitable Lincoln. They succeeded admirably with the 1961-69 Continental.

Lincoln decided to build the cars as four-doors, but a convertible was desired and there was the continuing mandate to share major underbody designs with the Thunderbird. Since the convertible did not have a solid enough center pillar on which to support a door hinge, and in an effort to limit the size of the 1961 cars, rear-hinged or "suicide" rear doors were selected. The length of the wheelbase was a relatively short 123 inches until the car was stretched to 126 inches from 1964 through 1969. A two-door hardtop joined the lineup for 1966.

*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.

These cars may have been physically shorter than the prior-generation, but they were almost equally heavy. Convertible versions weighed 300 pounds more than hardtops, due to the need to brace the unit body. Engines were characteristically massive, starting out with 430 cubic inches and 320 hp in 1961, with a bore and stroke increase to 462 cubic inches and a power increase to 340 hp in 1966. The 1969 car is a "hybrid" that utilized the all-new 460 cubic inch, 365 hp Lincoln V-8 in the carry-over unit body. All such cars are considered collectible. Earlier four-door hardtops are more affordable than convertibles. No mention of these cars is complete without the sad remembrance that it was a stretched version of this car that carried President Kennedy on the day of his assassination in 1963. That very car resides at the Henry Ford Museum to this day.

Body styles

2dr Coupe 4dr Convertible 4dr Sedan

Engine types

8-cyl. 462cid/340hp 4bbl

1961-1969 Lincoln Continental stats

Highest sale	Lowest sale	Most recent sale	Sales
\$1,100,000	\$480	\$69,300	1265

Equipment

Additional Info

Vehicle Length: 220.9 in

Wheelbase - Inches: 126 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.

#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.