

# 1974 Chevrolet Corvette

2dr Convertible • 8-cyl. 350cid/195hp 4bbl L48

#1 Concours condition

**\$52,200**

↗ +6.1%

#2 Excellent condition

**\$35,900**

↗ +5.9%

#3 Good condition

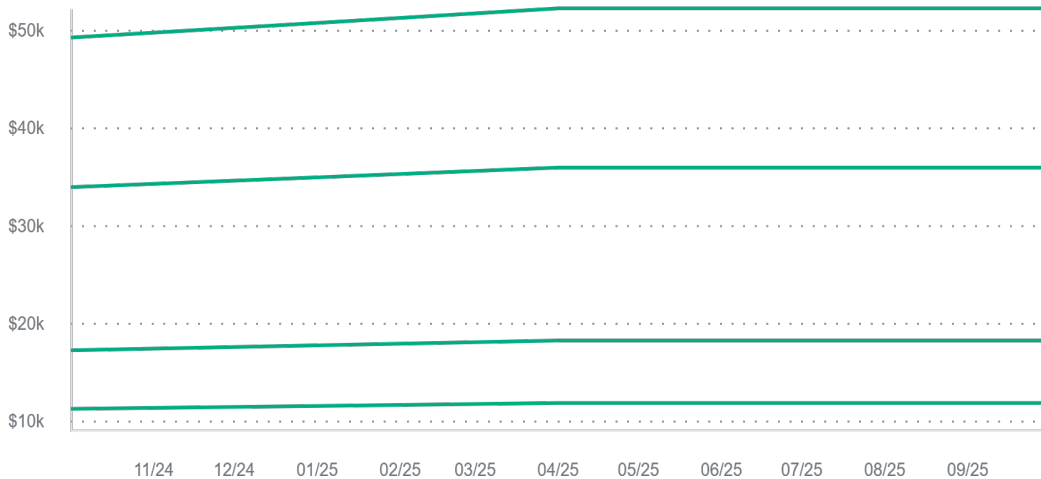
**\$18,200\***

↗ +5.8%

#4 Fair condition

**\$11,800**

↗ +5.4%



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

## Value adjustments

**+10%**  
for 4-spd.

**+5%**  
for hard top.

**+2%**  
for gymkhana  
suspension.

## Model description

The U.S. auto industry was reeling from the gas crunch in 1974, and car sales fell 12.4% as prices increased, with Chevrolets averaging \$400 more. Even so, Corvette sales increased to 37,502 units from 30,464, though the coupe now cost \$6,001.50 and the proportion of convertibles fell to only 5,474.

For 1974, soft color-keyed urethane bumpers were now fitted front and back. The rear bumper was made in two parts, split vertically, but all future bumpers would be one-piece.

Performance remained modest, with 195 bhp for the base 350 cubic-inch Chevy V-8. The small-block L82 did a bit better with 250 bhp for \$299 and 6,690 buyers opted for that. Meanwhile, the once mighty 454 cubic-inch big-block wheezed out 270 bhp for an extra \$250 for the 3,494 buyers. This was the last year for the 454, true dual exhausts, and the last without catalytic converters.

\*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)<sup>®</sup> 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.



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## 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.