

1967 Chevrolet Corvette

2dr Coupe · 8-cyl. 327cid/300hp 4bbl

#1 Concours condition

\$112,000

↘ -8.9%

#2 Excellent condition

\$86,200

↘ -10.2%

#3 Good condition

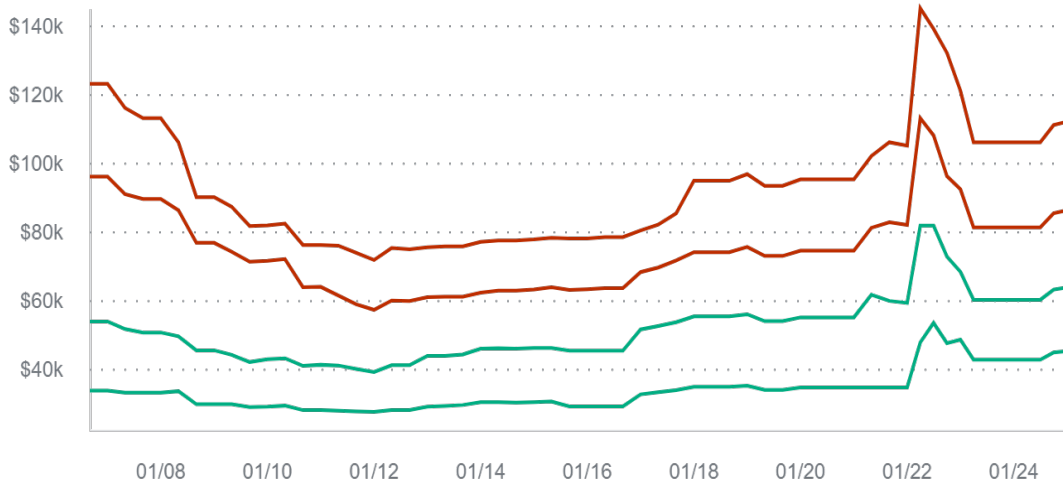
\$63,700*

↗ +18.4%

#4 Fair condition

\$45,200

↗ +34.1%



Value adjustments

+\$250 for pwr wndws.	+\$5,000 for a/c.	+\$3,700 for hard top.	+\$12,000 for bolt-on mag wheels.	+\$5,000 for 36-gal tank.
+\$1,800 for leather.	+\$2,500 for pwr strg.	+\$2,000 for off-road exhaust.	+\$2,000 for side-mount exhaust.	+\$1,000 for speed warning speedo.
+\$1,500 for headrest seats.	+\$1,500 for tele strng whl.	-10% for auto trans.	-20% for 3-spd.	

Model description

The 1967 Chevrolet Corvette would be the last of the C2 or "mid-year" generation of America's sports car. The C3, developed from Larry Shinoda's Mako Shark concept, arrived for 1968. Sales dropped to 22,940 for 1967 (14,436 convertibles and 8,504 coupes), although today many people view the 1967 model as the most desirable.

*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.

Again, the 327 cid 300 bhp V-8 was the base engine, with the L79 350 bhp small-block V-8 also attracting 6375 buyers. There were four big-block V8s, all displacing 427 cubic inches. Rated outputs were 390 bhp (L36), 400 bhp (L68), and 435 bhp (L71). The L71 added three two-barrel carburetors. In addition, there was a fire-breathing L88 package that offered essentially race engine specs and performance. GM vastly underrated the L88 with a claimed 430 bhp, and never actively advertised the package. Only 20 L88s were built for 1967, and are among the most highly prized Corvettes of all.

Centerlock alloy wheels were now just bolt-on for 1967, with non-eared center caps, under the guise of safety regulations. Sales dropped to 720 sets at \$263.30 each. Rally wheels were standard equipment. Only two buyers opted for the 36-gallon "big tank" for the coupes. Side exhausts were slightly more popular this year, with 4209 sold. Red line tires were now optional.

Available colors for the 1967 Corvette changed slightly but still totaled 10. They included Goodwood Green, Marina Blue, Marlboro Maroon, Rally Red, Sunfire Yellow, Silver Pearl, Ermine White, Lindale Blue, Elkhart Blue, Tuxedo Black. Soft top colors were white, black or teal blue and seven interior colors were offered, with leather available for \$79 extra.

Body styles

2dr Convertible 2dr Coupe

Engine types

8-cyl. 327cid/300hp 4bbl	8-cyl. 327cid/350hp 4bbl L79	8-cyl. 427cid/390hp 4bbl L36	8-cyl. 427cid/400hp 3x2bbl L68
8-cyl. 427cid/430hp 4bbl L88	8-cyl. 427cid/435hp 3x2bbl L71	8-cyl. 427cid/435hp 3x2bbl L89	

Equipment

Standard Equipment

3-Speed Manual Transmission
 Bucket Seats
 Disc Brakes
 Heater/Defroster
 Seat Belts
 Tachometer

Optional Equipment

36 Gallon Fuel Tank
 Air Conditioning
 Auxiliary Hard Top
 Cast Aluminum Bolt-On Wheels
 Power Brakes
 Power Steering
 Power Windows
 Speed Warning Indicator
 Telescopic Steering Column

Additional Info

Vehicle Length: 175.1 in
 Wheelbase - Inches: 98 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.