

# 1973 Chevrolet Corvette

2dr Convertible · 8-cyl. 350cid/250hp 4bbl L82

#1 Concours condition

**\$59,200**

↗ +4.6%

#2 Excellent condition

**\$39,700**

↘ -0.7%

#3 Good condition

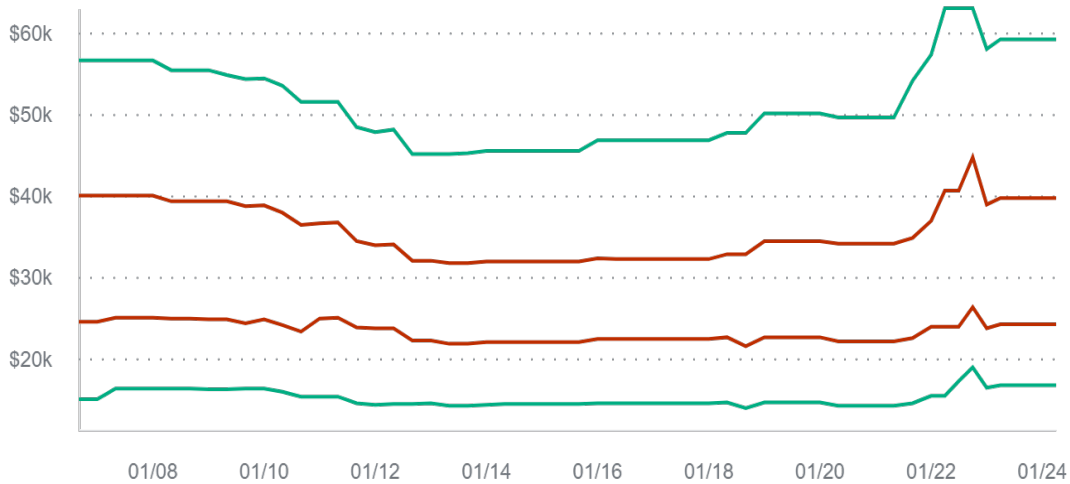
**\$24,200\***

↘ -1.2%

#4 Fair condition

**\$16,700**

↗ +11.3%



## Value adjustments

<b>+\$500</b> for close ratio 4-spd.	<b>-8%</b> for auto trans.	<b>+\$200</b> for pwr wndws.	<b>+\$2,000</b> for a/c.	<b>+\$1,850</b> for hard top.
<b>+\$2,500</b> for pwr strg.	<b>+\$400</b> for alum whls.	<b>+\$750</b> for tilt/tele strng whl.		

## Model description

As the door slammed on the muscle car era, new regulations for 5-mph front bumpers led to a color-keyed urethane front end treatment for the 1973 Chevrolet Corvette, replacing the chrome bumper. It added only 35 pounds, and tail stayed the same as 1972 for another year.

Corvette production increased to 30,464, but only 4,943 were convertibles, and 1,328 buyers chose the auxiliary hardtop for \$267. The coupe rear window was also no longer removable. Prices increased slightly to \$5,561.50 for the base coupe and \$5,398.50 for the convertible.

As horsepower dwindled to 190 bhp for the base model, Chevrolet concentrated on sound deadening material to cut interior noise a claimed 40 percent. Rubber pads were fitted between the body and chassis. Steel beams were installed in the doors as crash protection. A cold-air induction hood was introduced and radial tires were now standard.

Chevrolet introduced new mag wheels, but just like the original knock-offs in 1963, they were withdrawn for porosity problems and would not reappear until 1976. While 800 sets were made, only four sets were reported actually sold, and some reports also cited strength concerns.

\*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 solid-lifter LT1 engine was no longer available, and engine options were limited to the base 350 cid 190 bhp V-8, the 250 bhp 350 cid L82, or the 275 bhp 454 cid LS4 producing only 275 bhp. Not surprisingly perhaps, 17,927 buyers opted for the 3-speed HydraMatic transmission and only 3,704 chose the close-ratio 4-speed M21 manual gearbox. A further 21,578 buyers selected air-conditioning, with 24,168 choosing power disc brakes and 27,872 choosing power steering.

The Z07 off-road suspension and brake package found only 45 buyers, who also bought the L82 and LS4 engines, power brakes and M21 4-speed.

10 colors were offered again: Orange, Yellow, Metallic Yellow, Mille Miglia Red, Elkhart Green, Blue-green, Medium Blue, Dark Blue, Classic White and Silver. A further 30 cars were painted black at the St. Louis plant.

**Body styles**

2dr Convertible                      2dr Coupe

**Engine types**

8-cyl. 350cid/190hp 4bbl              8-cyl. 350cid/250hp 4bbl L82              8-cyl. 454cid/275hp 4bbl LS4

## 1968-1982 Chevrolet Corvette stats

Highest sale	Most recent sale	Sales
<b>\$3,140,000</b>	<b>\$25,725</b>	<b>8599</b>

## Equipment

Standard Equipment	Optional Equipment	Additional Info
4-Speed Manual Transmission	AM/FM	Vehicle Length: 184.7 in
Bucket Seats	Air Conditioning	Wheelbase - Inches: 98 in
Disc Brakes	Aluminum Wheels	
Heater/Defroster	Automatic Transmission	
Seat Belts	Auxiliary Hard Top	
Tachometer	Power Brakes	
	Power Steering	
	Power Windows	
	Telescopic Steering Column	
	White Sidewall Tires	

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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.