

1991 Mazda MX-5 Miata

2dr Convertible . 4-cyl. 1597cc/116hp MPFI

#1 Concours condition

\$35,600

↗ +19.5%

#2 Excellent condition

\$17,400

↘ -2.2%

#3 Good condition

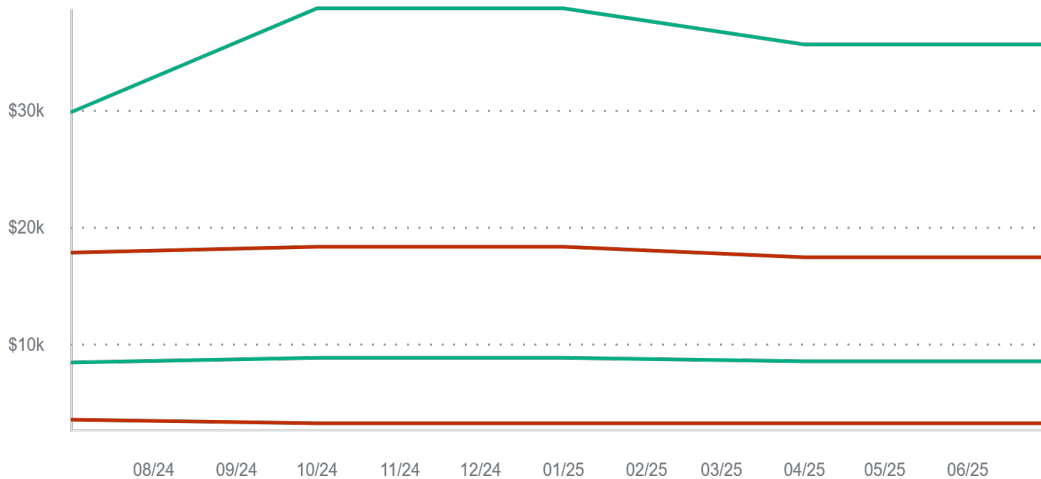
\$8,500*

↗ +1.2%

#4 Fair condition

\$3,200

↘ -8.6%



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

Value adjustments

+20%
for Special Ed.

+\$1000
for Hardtop.

-20%
for auto.

Model description

The Mazda Miata moved much of the enthusiast community near to tears when it was introduced in the fall of 1989 for the 1990 model year. Few thought we would ever see a British roadster re-imagined as a competent and dependable yet utterly charming automobile. Colors were originally limited to red, white and blue and several option packages that included niceties like air conditioning, power windows, and seat-mounted speakers. A nice removable hard top was offered as was an autobox, but this option mercifully proved to be unpopular. Few people were able to buy a 1990 Miata at anywhere near sticker price.

Base cars came with steel wheels, no power windows or power steering, and no air conditioning. The A and B packages added the various niceties missing from the base car. Along the way, various other option packages and new colors were introduced including the R-type with stiffer Bilstein suspension and a British Racing Green and tan leather limited edition. For 1994, the engine was enlarged to 1.8 liters with modest gains in performance.

*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 original 120 hp 1.6 liter was enough to power the 2,200-pound car to 60 mph in about 9 seconds. Without an abundance of low-end torque, early Miata drivers used the gearbox a lot. Happily, it was a great five-speed with suitably short throws and a nice direct feeling that was a byproduct of its conventional layout. Handling was neutral, brakes more than adequate, and the ratios were well-spaced enough to make the Miata a decent highway car and a 120 mph performer.

The wonderful thing about a Miata is the fact that while it resembles a fragile British or Italian sports car, it has the same DNA as the tremendously reliable Mazda 323. With a modicum of care, Miatas are capable of high mileage and reliable long term service. Things like power window switches and regulators can give trouble, timing belts should be changed every five years or 60,000 miles, and gearbox oil and vehicle coolant should be changed at the manufacturer's recommended intervals. Other than the usual woes of any 20-year old car, Miatas aren't particularly troublesome.

Many collector car enthusiasts often cite character as a reason to opt for a Triumph Spitfire or MG Midget for instead of a Miata, but that stance flatly underestimates the Miata. The passage of time has certainly thinned the ranks of early cars as well, which makes them even more intriguing.

Body styles

2dr Convertible

Engine types

4-cyl. 1597cc/116hp MPFI

1990-1998 Mazda MX-5 Miata stats

Highest sale	Lowest sale	Most recent sale	Sales
\$47,775	\$1,651	\$13,755	906

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.