

1971 DeTomaso Pantera

2dr Coupe · 8-cyl. 5766cc/330hp 4bbl

#1 Concours condition

\$142,000

▼ -4.7%

#2 Excellent condition

\$93,600

▼ -11.7%

#3 Good condition

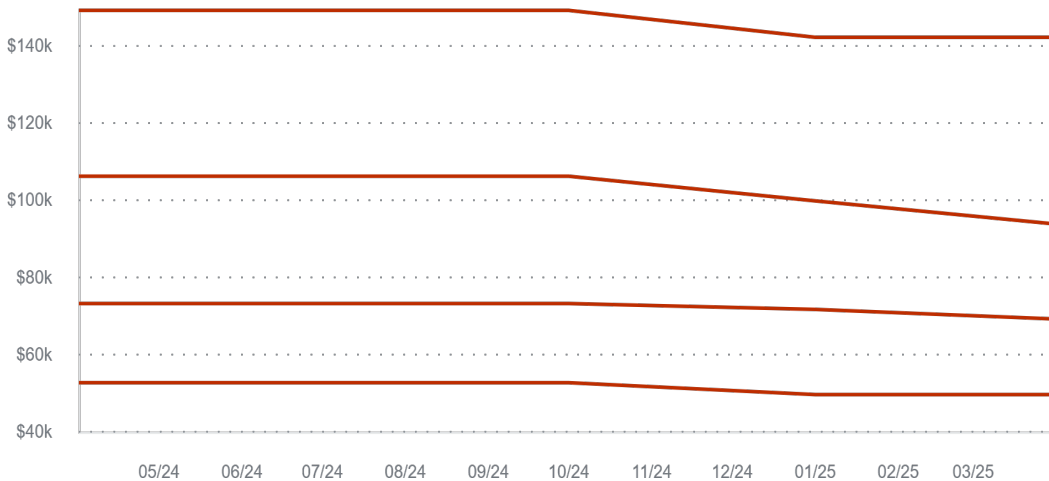
\$69,000*

▼ -5.5%

#4 Fair condition

\$49,400

▼ -5.9%



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

Model description

When Alejandro DeTomaso retired from race car driving he turned to car manufacturing, and by the late 1960s had given the world the bug-like 4-cylinder Vallelunga and the radical V8 Mangusta coupes—aesthetically interesting and competent road cars.

In the meantime, Ford had been seeking to acquire an exotic car company, and they landed on DeTomaso's doorstep. The radical Mangusta was interesting in concept but not quite right for the American market, but the car DeTomaso had in the works was—the Pantera. A deal was struck.

The car debuted at the New York Auto Show in 1970, and with Ford's backing, the plan was to import 10,000, to be sold at Lincoln-Mercury dealerships around the country.

Styling for the Pantera came courtesy of the young Tom Tjaarda at Ghia, and the crisp lines and long snout sat atop a pressed-steel unit chassis, while its off-the-shelf 310-hp, 351-ci "Cleveland" V8 was situated midship and paired with a 5-speed ZF transaxle. Weight distribution was predictably biased toward the rear, 150 mph was not out of the question, and the car came with amenities like air conditioning, which American buyers demanded.

Early production issues plagued the \$10,000 Pantera, with fit and finish leaving much to be desired. The engine tended to overheat, as did the cabin. And while American versions of the car lacked some of the power of their Euro-spec sisters, when they weren't fizzling out, the Pantera shined. Car & Driver said in August 1971: "As you skim over the pavement in the Pantera you can't help feeling smug. You hear the engine rumbling along from its station back by your shoulder blades—a mechanical arrangement even novice automotive visionaries will recognize as a little piece of tomorrow today. And the looks. Oh wow—like something that just rolled out of the Turin Show."

*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.

A luxury model, the Pantera L (for Lusso), arrived for 1972 with unique bumpers, a finned panel over the fuel filler, and several other cosmetic upgrades. Quality control improved, though the V8 was revised ahead of the 1973 model year with a power-stiffling lower compression ratio aimed at meeting emissions standards. Pointy black bumpers arrived as well. DeTomaso also built a Euro-spec GTS model in 1973, which featured special badging and a high-compression V8, boasting 350 hp and a top speed of over 170 mph.

Ford pulled the plug on the program after 1974, when fewer than 6,000 Panteras had been sold. DeTomaso continued to produce the car in Europe up until 1991, though the cars of the Ford years are generally the most sought after.

Body styles

2dr Coupe

Engine types

8-cyl. 5766cc/330hp 4bbl

1970-1992 DeTomaso Pantera stats

Highest sale	Lowest sale	Most recent sale	Sales
\$357,000	\$15,400	\$75,040	758

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.