

1961 Chevrolet Corvette

2dr Convertible • 8-cyl. 283cid/315hp FI

#1 Concours condition

\$200,000

↗ +0.5%

#2 Excellent condition

\$113,000

↘ -4.2%

#3 Good condition

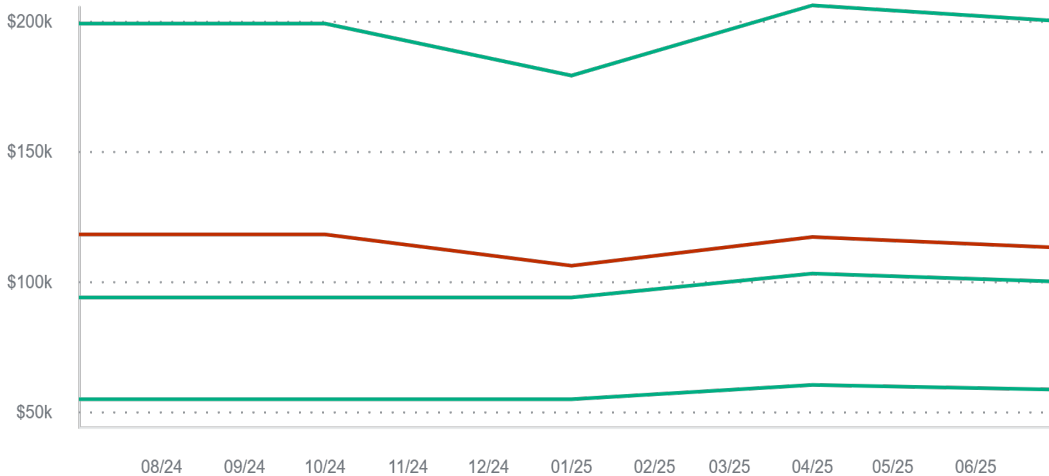
\$99,900*

↗ +6.5%

#4 Fair condition

\$58,400

↗ +6.8%



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

Value adjustments

+10% for 4-spd.	+25% for HD brakes and suspension.	+\$1,000 for Wonderbar radio.	+\$450 for pwr wndws.	+\$2,750 for pwr top.
+\$3,500 for hard top.	-10% for auto trans.			

Model description

The 1961 Chevrolet Corvette featured a major redesign...but you might not know it until one passed you by since the big updates were out back. GM replaced the curvaceous rear end that had been in place since 1953 with the "tail lift" or "duck tail" rear end that would largely carry over to the C2 Corvette in 1963. The exhaust outlets were also moved underneath the rear end from the previously integrated exit pipes. In addition to effectively laying the foundation for the rear end of the upcoming C2 Stingray, the tail of the new 1961 car set the tradition of four taillights in the Corvette.

Up front, the changes were far more subtle, with a billet-look grille replacing the "teeth" grille from the previous years. The twin headlight banks that flanked the new badging now featured body-colored frames, replacing the chrome headlight surrounds from past years.

*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.

Engine options largely carried over from 1960 with fuel injected models. The base engine continued to put out 230 hp, but output for the “fuelies” increased to 275 hp and 315 hp for the top end model, which incorporated high-lift cams.

Aluminum radiators now came as standard equipment and featured a crossflow design. Some early 1961 Corvettes still had the copper radiator, so check under the hood before you buy. The 4-speed manual now had an aluminum case, and the transmission tunnel for all 1961 Chevy Corvettes was narrowed by 20 percent to provide more interior space.

General Motors built 10,939 Chevrolet Corvettes for the 1961 model year, making it the second most common model year of the C1.

Body styles

2dr Convertible

Engine types

8-cyl. 283cid/230hp 4bbl

8-cyl. 283cid/245hp 2x4bbl

8-cyl. 283cid/270hp 2x4bbl

8-cyl. 283cid/275hp FI

8-cyl. 283cid/315hp FI

1953-1962 Chevrolet Corvette stats

Highest sale	Lowest sale	Most recent sale	Sales
\$7,705,000	\$1	\$105,000	6143

Equipment

Standard Equipment

- 3-Speed Manual Transmission
- Bucket Seats
- Seat Belts
- Tachometer

Optional Equipment

- AM
- Heater
- Heavy Duty Brakes and Suspension
- Power Windows
- White Sidewall Tires

Additional Info

- Shipping Weight: 3035 lbs
- Vehicle Length: 177.2 in
- Wheelbase - Inches: 102 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.