

1963 Chevrolet Corvette

2dr Convertible • 8-cyl. 327cid/340hp 4bbl L76

#1 Concours condition

\$133,000

▾ -4.3%

#2 Excellent condition

\$104,000

▾ -3.7%

#3 Good condition

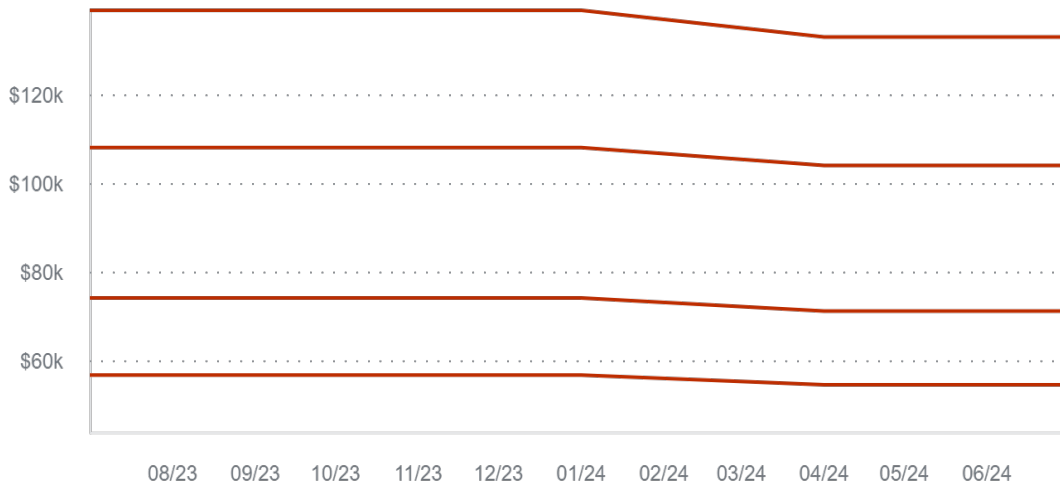
\$71,100*

▾ -4%

#4 Fair condition

\$54,500

▾ -3.9%



Value adjustments

-10% for auto trans.	-20% for 3-spd.	+\$500 for factory AM/FM radio.	+\$500 for pwr wndws.	+\$12,500 for a/c.
+\$3,700 for hard top.	+\$10,000 for knock-off wheels (exc Z06 Big Tank Cpe).	+\$2,500 for leather interior.	+\$2,500 for pwr strg.	

Model description

The 1963 Chevrolet Corvette Sting Ray took the sports car world by storm. Derived from Bill Mitchell's 1957 SS racer and XP-720 prototype, it had hidden headlights, a knife-edge front and horizontal rib round the car. New fastback coupe bodywork featured a split back window and doors that cut into the roof. The frame was four inches shorter than the 1962 model as well as lighter and stiffer. There would be no opening trunk lid until 1968.

The 327 cid Chevy small-block OHV V-8 carried over from 1962, with 250 bhp up to 360 bhp with Rochester fuel-injection. Top speed ranged from 118-150 mph and 0-60 mph from 9.1 to 5.8 seconds. Transmission was 4-speed manual or 2-speed Powerglide automatic. Power brakes, steering and windows were optional, as was air-conditioning. Suspension was now fully independent with front coil springs and a frame-mounted rear differential, transverse leaf spring and u-jointed half shafts.

*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.

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.