

**In their May 1, 2023 issue, Old Car Weekly published an old car price guide. I've reprinted the section on Corvair values for anyone who might be interested in getting an idea of what their Corvair is worth.**

## How To Use Price Guide

The worth of an old car is a "ballpark" estimate at best. Our prices come from compilations of national/regional data by the editors of our weekly publication, Old Cars Weekly News & Marketplace.

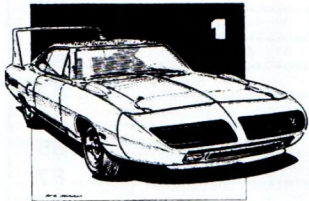
These data include prices from collector-

car auctions, verified reports of private sales and input from experts.

We list values for vehicles in six different states of condition as explained on this page. Values are for complete vehicles, not parts cars, except as noted. Modified-

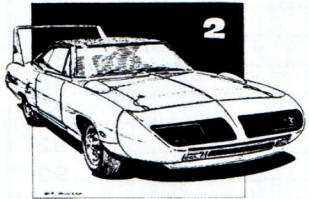
vehicle values are not included, but can be estimated by figuring the cost of restoring to original and deducting from the figures shown within this publication.

Old Cars Report Price Guide condition codes fit the following descriptions:



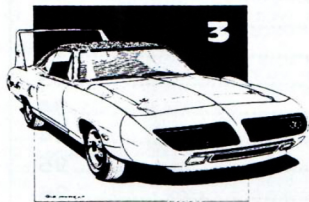
1) EXCELLENT: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.

In national show judging, a vehicle in number 1 condition is likely to win top honors in its class. In a sense, it has ceased to be an automobile and has become an object of art. It is transported to shows in an enclosed trailer, and, when not being shown, is stored in a climate-controlled facility. It is not driven. There are few number 1 vehicles. While not restored, exceptionally well-preserved unrestored-original vehicles, usually with very low mileage, may also fetch a number 1 price.



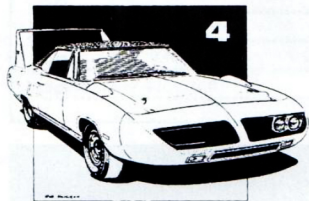
2) FINE: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing minimal wear.

Except for the closest inspection, a number 2 vehicle may appear as a number 1. The number 2 vehicle will take the top award in many judged shows, except when competing against a number 1 example in its own class. It may also be driven 800-1,000 miles each year to shows, on tours or simply for pleasure.



3) VERY GOOD: Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components; or a partially restored car with all parts necessary to complete it and/or valuable new old stock (NOS) parts.

This is a "20 footer." That is, from 20 feet away it may appear perfect. But as we approach it, we begin to notice that the paint may be getting thin in spots from frequent washing and polishing. Looking inside, we might detect wear on the driver's seat, foot pedals and carpeting. The chrome trim, while still quite presentable, may have lost its sharp, mirror-like reflective quality it had when new. All systems and equipment on the car are in good operating order. In general, most of the vehicles seen at car shows are in number 3 condition.



4) GOOD: A drivable vehicle needing no, or only minor work to be functional. Also, a deteriorated restoration or a poor amateur restoration. All components may need restoration to be "excellent," but the vehicle is mostly usable "as is."

This is a driver. It may be in the process of restoration or its owner may have big plans, but even from 20 feet away, there is no doubt that it needs a lot of help.



5) RESTORABLE: Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked and/or stripped to the point of being useful only for parts. This car needs everything. It may not be operable, but it is essentially all there with repairable rust, or no rust at all. While presenting a real challenge to the restorer, it won't have him doing a lot of chasing for missing parts.



6) PARTS CAR: May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts.

This is an incomplete or greatly deteriorated, perhaps rusty vehicle that has value only as a parts donor for other restoration projects.

**CORVAIR**

**1960 Standard, 6-cyl.**

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000

**1960 DeLuxe, 6-cyl.**

4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000

**1960 Monza, 6-cyl.**

2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
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**1961 Series 500, 6-cyl.**

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

**1961 Series 700, 6-cyl.**

4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000

**1961 Monza, 6-cyl.**

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add \$1,200 for A/C.

**1962-63 Series 500, 6-cyl.**

2d Cpe	440	1,320	2,200	4,950	7,700	11,000
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**1962-63 Series 700, 6-cyl.**

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sta Wag (1962 only)	640	1,920	3,200	7,200	11,200	16,000

**1962-63 Series 900 Monza, 6-cyl.**

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
4d Sta Wag (1962 only)	720	2,160	3,600	8,100	12,600	18,000

**1962-63 Monza Spyder, 6-cyl.**

2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add \$1,600 for K.O. wire wheels. Add \$1,000 for A/C.

**1964 Series 500, 6-cyl.**

2d Cpe	460	1,390	2,320	5,220	8,120	11,600
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**1964 Series 700, 6-cyl.**

4d Sed	500	1,500	2,500	5,630	8,750	12,500
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**1964 Series 900 Monza, 6-cyl.**

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000

**1964 Monza Spyder, 6-cyl.**

2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add \$1,600 for K.O. wire wheels. Add \$1,000 for A/C

except Spyder.

**1965 Series 500, 6-cyl.**

4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000

**Corvair Price Guide (cont.)**

**1965 Monza Series, 6-cyl.**

4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500

NOTE: Add 20% for 140-hp engine.

**1965 Corsa Series, 6-cyl.**

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000

NOTE: Add 30% for 180-hp engine. Add \$1,000 for A/C.

**1966 Series 500, 6-cyl.**

4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000

**1966 Monza Series, 6-cyl.**

4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500

NOTE: Add 20% for 140-hp engine.

**1966 Corsa Series, 6-cyl.**

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000

NOTE: Add 30% for 180-hp engine. Add \$1,000 for A/C.

**1967 Series 500, 6-cyl.**

2d HT	840	2,520	4,200	9,450	14,700	21,000
4d HT	400	1,200	2,000	4,500	7,000	10,000

**1967 Monza, 6-cyl.**

4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500

NOTE: Add \$1,000 for A/C. Add 20% for 140-hp engine.

**1968 Series 500, 6-cyl.**

2d HT	840	2,520	4,200	9,450	14,700	21,000
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**1968 Monza, 6-cyl.**

2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500

NOTE: Add 20% for 140-hp engine.

**1969 Series 500, 6-cyl.**

2d HT	840	2,520	4,200	9,450	14,700	21,000
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**1969 Monza**

2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500

NOTE: Add 20% for 140-hp engine.

