
Subject: Muscle car prices

Posted by [colinhester](#) on Thu, 22 Feb 2007 02:03:38 GMT

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Any one keeping up with the prices of early 70's muscle cars? They're going for just stupid money. Saw an early 70s TransAm go for >\$100k a couple of days ago. Here's another good one to watch.....C

<http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&viewitem=&item=150092853029>

Subject: Re: Muscle car prices

Posted by [Shane](#) on Thu, 22 Feb 2007 22:53:16 GMT

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An acquaintance of mine from my hometown has two 1970 Dodge Coronet convert's. One is the 500 "luxury" model and the other is the R/T. Bought new in 1970. Only a couple hundred of the R/T's made and around 500-600 for the 500 model. He's been offered \$75K a piece for them, cash, and that was 15 years ago. He sold one of his fathers 1958 vettes for near \$100K---all original of course. He still has a '57 and the other '58, and a real nice '57 Bel-air. Cool cars!

Subject: Re: Muscle car prices

Posted by [Wayne Parham](#) on Fri, 23 Feb 2007 17:29:14 GMT

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Yeah, I've noticed the prices skyrocketing too. Back in '81 or '82, I was building a hotrod Wankle to put in a Mazda RX-2. It was a really cool car, and I did it right. Suspension mods to make neutral steer, good brakes, good shocks, great engine and rear-end. Painted it and put nice wheels on it. So it was a great car. But while I was building it, I went to a car show and saw a 1968 Mustang with a 429 and a three-speed. Perfect shape, less than 10K miles, stock, white, with the original wheels, hubcaps and bias belted tires. The seller only wanted \$4000 for it and I thought about buying it. I would have had to slow down on buying parts for the Mazda, so I chose not to buy the Mustang. But I thought long and hard about it. Maybe 10 or 15 years after that, the Mustang's prices jumped up and it was probably worth \$20K or better. By now, it's surely worth a 6-figure price tag. That \$4K would have been a pretty good investment. Then again, you don't see many Mazda RX-2's these days either. Wish I still had that too. And then again, this will do.

Subject: What year is that?

Posted by [Shane](#) on Sat, 24 Feb 2007 02:42:01 GMT

Wayne, what year is that? '81, '82? Friend of mine in high school had an '84 14th annv. Hurst/Olds. We blew a few head gaskets on that thing running it so hard. My uncle has a '57 Bel-Air convertible that his brother bought new in high school, then gave to him when he got his first vette. All original, matching everything. Since they have no kids I told him I sure would like to have it someday. He told me he was gonna get buried in it!

Subject: 1983

Posted by [Wayne Parham](#) on Sat, 24 Feb 2007 03:21:01 GMT

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It's a 1983 Cutlass, but not much is stock except the body. Even that had to be modified to get the drivetrain in it. Engine is an Olds 455 with Edelbrock aluminum heads, Comp roller cam, Edelbrock dual-plane intake, 830 CFM carb, Hooker headers with Jet Hot ceramic coating. The transmission is a B&M TH400, rear end is a 9" Ford with posi-track, Mouser Engineering axles and Wilwood disk brakes on all four corners. Bilstein shocks, stiffer springs, sway bar front and rear.
