



HAGERTY[®] PRICE GUIDE

1967 – 2002 CHEVROLET CAMARO JAN – APR 2018



HAGERTY

PRICE GUIDE

CHEVROLET CAMARO

January-April 2018

published by
Hagerty's Cars That Matter, LLC

©2017 HAGERTY PRICE GUIDE
Publications. All rights reserved.

HAGERTY PRICE GUIDE
Box 477
Great Falls, VA 22066-0477
(877) 872-7772
International (703) 759-9100
www.hagerty.com/valuationtools

For insurance information, call (888) 216-2367

Do not even think of using this book after April 30, 2018.
The market moves and prices change; don't be
left behind.

HAGERTY PRICE GUIDE, its editors, publisher and employees assume no responsibility for any errors or omissions. Reproduction of any part of this publication is strictly prohibited without written consent from the publisher. Trademarks used within these pages are owned by their respective manufacturers and are used for identification purposes only.

No part of this publication may be reproduced, electronically stored or transmitted without the prior written consent of the publisher.



For the newest generation of Camaro collectors, the Millennials who grew up peering wistfully from the windows of the family minivan at the fourth-generation Camaros drifting by, Camaro ownership continues to be very accessible. Sure, prices of the pre-facelift, 1993-97 Z/28 have increased approximately 5 percent, but Condition #2 (“excellent”) cars range from only \$10,000 to \$16,400.

Truly a performance bargain. And even though the 2002 35th Anniversary Edition saw an uptick a year ago, it has lost momentum and is now nearly unchanged from September 2016, with Condition #2 values of \$21,600 and \$23,000, respectively, for coupe and convertible. It’s certainly a good time for buyers interested in the famous F-body.

If your tastes in Camaros go back to the first- and second-generation cars, naturally you’ll have to open your wallet a little wider, but there’s plenty of room to play with the numbers. For instance, the 1970 Chevrolet Camaro SS 396 L34 with 350 hp is up 15 percent since September, with a #2 value of \$42,700, but that’s some 33 percent less than a 396 L78 engine with 375 hp from the same year. Similarly, although the L48-equipped 1971-1972 SS cars haven’t moved in value lately, at \$25,800, they are a relative bargain compared to the LS3 cars from 1971-72, which are now priced around \$36,000 following an 8 percent gain since September.

The 1967-68 Camaro Yenko cars, of course, continue to operate in an entirely different realm. Short of a 1969 Camaro ZL1, the Yenkos are at the top of the Camaro hierarchy and their values, up approximately 13 percent to \$425,000-\$430,000, certainly reflect that. Anyone who bought a Yenko Camaro a year ago bought wisely.

Happy motoring,

McKeel Hagerty

HAGERTY MARKET RATING

The Hagerty Market Rating uses a weighted algorithm to calculate the strength of the North American collector car market.



- After three small but consecutive increases, the Hagerty Market Rating has dropped 0.29 points to 64.85.
- The number of cars sold at auction in North America has fallen by 5% over the last 12 months and the average sale price has taken a small dip as well, leaving the auction activity section of the rating at a five-year low.
- Things look better in the private market, meanwhile, as this section saw its largest increase in more than three years thanks to a sizable bump in the average sale price.
- For both high-end and mainstream vehicles, the number of owners who believe the values of their vehicles are rising continues to drop as it has all year.

Current Rating	64.85	All-time high:	71.95 (May 2015)
Five-Year High	71.95 (May 2015)	Five-Year Low	64.75 (Aug 2013)
1-Month Change	-0.44 (Nov 2017)	12-Month Change	-2.25 (Dec 2016)
36-Month Change	-5.08 (Dec 2014)	60-Month Change	-0.64 (Dec 2012)

**The Hagerty Market Rating is updated on the 15th of each month. The December update was the most current at the time of printing.*

GAINS AND LOSSES

Included below are some notable moves that occurred during the past four months. Percent change is based on the average value of all four conditions.

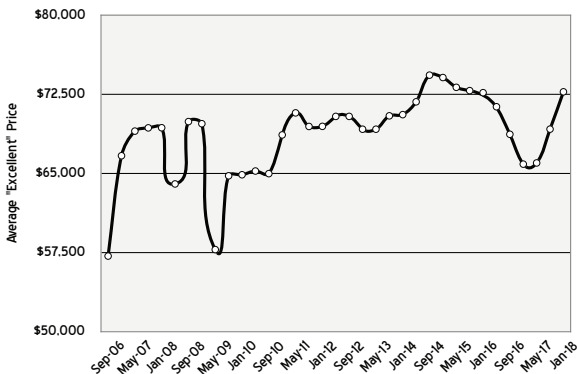
NOTABLE GAINS

1. 1970 Camaro SS 396/350 Sport Coupe+17%
2. 1968 Yenko Camaro+14%
3. 1967 Yenko Camaro+13%
4. 1971 Camaro SS 396/300 Sport Coupe +8%
4. 1972 Camaro SS 402/240 Sport Coupe +8%

NOTABLE LOSSES

1. 2002 Camaro SS 35th Anniversary Coupe -8%
2. 2002 Camaro SS 35th Anniversary Conv -7%

INDEX OF CHEVROLET CAMARO



Hagerty's Camaro Index recorded a five-percent gain from September 2017 to January 2018, and a ten-percent increase over the last year. While this may sound like good news for owners, the value change was due entirely to the 1968 Yenko Camaro nearly reaching its all-time high (set in 2008). Each and every other Camaro included in this index was unchanged over the past four months. Renewed desirability at the top of the Camaro pecking order hasn't yet trickled down to other examples yet.

Looking through a longer lens, the picture is similar to trends in the broader market—and should be more encouraging to more owners. While first- and second-generation Camaros have lost a little value since 2015 (between one and three percent), third-generation cars (built from 1982-1992) have increased in value by 24%. As car collectors have become more skeptical of the market following years of enthusiastic increases, they have focused their buying on more affordable, more useable, and ultimately more conservative examples, which has typically translated to newer cars. In the case of the Camaro, this has certainly been true.

INDEX OF CHEVROLET CAMARO

Index value:	127.2	All-time high:	130.0 (Sep 2014)
Five-year high:	130.0 (Sep 2014)	Five-year low:	115.2 (Jan 2017)
4-month change:	+5%	12-month change:	+10%
36-month change:	-2%	60-month change:	+5%
Component cars:	15	Gainers:	1
No change:	14	Losers:	0

1967 Camaro 327/275 Conv	n/c
1967 Camaro SS 396/375 Conv	n/c
1968 Camaro SS 396/375 Conv	n/c
1968 Camaro Z/28 Coupe	n/c
1968 Chevrolet Camaro Yenko 427 Coupe	+14%
1969 Camaro 396 Pace Car Conv	n/c
1969 Camaro COPO 427/425 Coupe	n/c
1970 Chevrolet Camaro SS 350/300 Coupe	n/c
1970 Camaro Z/28 Coupe	n/c
1972 Camaro SS 350/200 Sport Coupe	n/c
1977 Camaro 350/170 Sport Coupe	n/c
1982 Camaro Berlinetta Sport Coupe	n/c
1985 Camaro IROC-Z 305/215 Sport Coupe	n/c
1989 Camaro IROC-Z 305/220 Conv	n/c
1992 Camaro Z/28 350/245 Coupe	n/c

HOW TO USE THIS GUIDE

Classify the vehicle. Use the printed guidelines for each condition and place the car in question in a #1 through #4 status.

Compare the car to others. Look at similar vehicles in the market. Do they have a better interior, more options, or fewer flaws? What is the asking price?

Clarify the claims of the seller. How many owners? Are there records of expenditures?

Consult with experts. Have a mechanical evaluation performed. Hire a qualified appraiser to value your purchase. Join a club that celebrates the brand or type of car. Participate in enthusiast internet chat rooms. Go to local and regional shows, as well as national events.

AND, KEEP IN MIND THAT:

HAGERTY PRICE GUIDE is a guide, not gospel. Use your senses; consult with experts in the field before making any buying or selling decisions.

Correct classification is paramount. Many sellers overrate the condition of their car; overeager buyers tend to do the same for potential purchases. Carefully look at and drive the vehicle, and evaluate its condition before purchase.

HAGERTY PRICE GUIDE reports on vehicles in four condition ratings. Fair (#4), Good (#3), Excellent (#2) and Concours (#1). We do not report values on cars in poor condition or parts cars.

HAGERTY PRICE GUIDE prices virtually all American cars assuming that the vehicle is equipped with the entry-level V8. All pricing additions assume equipment is from the factory.

Cars will always sell for prices above and below HAGERTY PRICE

GUIDE's price range for many reasons, including exceptional histories, extraordinarily beautiful or hideous coachwork, overheated market enthusiasm, a surfeit or dearth of buyers at the time of sale, cars being offered in incorrect venues and dozens more reasons.

It is very difficult to verify claims after multiple years and multiple owners. Many collector cars are sold with exempt or unknown miles. Use condition as a guideline, ask to see and get a copy of records. Additionally, restored cars could have had their odometers "zeroed" at restoration and cars that read in kilometers when new (or indeed all cars) could have replaced odometers.

CONDITION RATINGS

HAGERTY PRICE GUIDE reports on cars in four different conditions, #1 through #4.

#4 cars are "drivers" with some flaws visible to the naked eye. Examples of flaws that could be present on #4 cars include pitting or scratches on the chrome, a chip on the windshield, or a minor dent or chips in the paintwork. The paintwork might also have visible imperfections. You might find a split seam in a seat or a dash crack on the interior, the interior could be of a different type of material from original. No major parts are missing; however, components such as wheels might not be stock. A #4 car is often a deteriorated restoration. If too many flaws are present, it is no longer a #4 car. "Fair" is the one word that describes a #4 car.

#3 cars could possess some, but not all of the issues of a #4 car, but they will be balanced by other factors such as a fresh paint job or a new, correct interior. #3 cars drive and run well, but might have some incorrect parts. These cars are not used for daily transportation but are ready for a long tour without excuses, and

the casual passerby will not find any visual flaws. “Good” is the one word description of a HAGERTY PRICE GUIDE #3.

#2 cars could win a local or regional show. They can be former #1 cars that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and interior will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine compartment. The vehicle will drive as a new car of its era would. The one word description for #2 cars is “excellent.”

#1 vehicles in HAGERTY PRICE GUIDE are the best in the world. The visual image is of the best car, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the car 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. The one word description for #1 cars is “concours.”

Year	Model	Body Style	4	3	2	1	
1967	Camaro	327/210 LF7 2dr Spt Cpe	\$14,600	\$20,700	\$27,500	\$39,500	
		327/275 L30 2dr Spt Cpe	\$15,900	\$22,200	\$29,600	\$42,600	
		350/295 L48 2dr SS Spt Cpe	\$19,200	\$26,400	\$35,000	\$48,800	
		396/325 L35 2dr SS Spt Cpe	\$22,800	\$34,500	\$45,700	\$64,700	
		396/375 L78 2dr SS Spt Cpe	\$28,900	\$40,500	\$54,500	\$77,300	
		302/290 2dr Z/28 Spt Cpe	\$43,500	\$54,200	\$80,800	\$106,000	
		427/425 L72 2dr Yenko Spt Cpe	\$292,000	\$356,000	\$430,000	\$525,000	
		327/210 LF7 2dr Conv	\$16,700	\$23,700	\$32,000	\$46,500	
		327/275 L30 2dr Conv	\$20,000	\$29,000	\$38,900	\$52,300	
		350/295 L48 2dr SS Conv	\$22,200	\$29,500	\$38,500	\$67,100	
		396/325 L35 2dr SS Conv	\$27,500	\$38,000	\$51,100	\$80,000	
		396/375 L78 2dr SS Conv	\$33,400	\$45,900	\$59,700	\$95,600	
		350/295 L48 2dr Indy Pace Car Conv	\$36,000	\$47,300	\$57,300	\$90,100	
		396/325 L35 2dr Indy Pace Car Conv	\$39,800	\$50,500	\$63,400	\$93,800	
		396/375 L78 2dr Indy Pace Car Conv	\$44,000	\$60,000	\$76,600	\$108,000	
	*20% for RS pkg. *25% for RS pkg on factory SS and Z/28 cars. *20% for factory 4-spd (exc. Z/28 and Yenko). *10% for JL8 brakes. -30% for 6-cyl. -10% for 3-spd.						
	1968	Camaro	327/210 LF7 2dr Spt Cpe	\$15,800	\$22,000	\$27,600	\$35,800
327/275 L30 2dr Spt Cpe			\$18,200	\$24,400	\$30,900	\$41,000	
		350/295 L48 2dr SS Spt Cpe	\$20,600	\$28,800	\$37,100	\$52,200	
		396/325 L35 2dr SS Spt Cpe	\$27,600	\$38,000	\$47,200	\$65,400	
		396/350 L34 2dr SS Spt Cpe	\$31,000	\$41,700	\$51,100	\$71,900	
		396/375 L78 2dr SS Spt Cpe	\$32,100	\$44,000	\$57,100	\$79,400	
		396/375 L89 2dr SS Spt Cpe	\$102,000	\$122,000	\$155,000	\$184,000	
		302/290 2dr Z/28 Spt Cpe	\$32,100	\$43,500	\$62,600	\$86,500	
		427/425 L72 2dr Yenko Spt Cpe	\$285,000	\$351,000	\$425,000	\$518,000	

Year	Model	Body Style	4	3	2	1
		327/210 LF7 2dr Conv	\$18,700	\$27,800	\$35,500	\$44,000
		327/275 L30 2dr Conv	\$20,900	\$29,000	\$37,600	\$53,300
		350/295 L48 2dr SS Conv	\$24,900	\$34,700	\$44,000	\$61,300
		396/325 L35 2dr SS Conv	\$31,300	\$43,000	\$57,400	\$72,000
		396/350 L34 2dr SS Conv	\$35,100	\$49,900	\$62,200	\$82,400
		396/375 L78 2dr SS Conv	\$36,000	\$53,600	\$71,100	\$88,900
		<i>+20% for RS pkg. +25% for RS pkg on factory SS and Z/28 cars. +20% for factory 4-spd (exc. Z/28 and Yenko). +10% for JL8 brakes. -30% for 6-cyl. -10% for 3-spd.</i>				
1969	Camaro	307/200 L14 2dr Spt Cpe	\$13,900	\$22,700	\$28,400	\$36,000
		327/210 LF7 2dr Spt Cpe	\$16,500	\$24,800	\$31,300	\$39,500
		350/250 L65 2dr Spt Cpe	\$19,000	\$26,800	\$34,100	\$42,900
		350/255 LMI 2dr Spt Cpe	\$18,100	\$24,900	\$33,000	\$41,000
		350/300 L48 2dr SS Spt Cpe	\$24,400	\$34,000	\$41,600	\$54,400
		396/325 L35 2dr SS Spt Cpe	\$24,600	\$34,200	\$44,200	\$54,700
		396/350 L34 2dr SS Spt Cpe	\$28,000	\$38,300	\$50,500	\$66,000
		396/375 L78 2dr SS Spt Cpe	\$30,500	\$40,700	\$55,900	\$74,000
		396/375 L89 2dr SS Spt Cpe	\$98,500	\$130,000	\$162,000	\$196,000
		302/290 2dr Z/28 Spt Cpe	\$51,300	\$68,200	\$85,800	\$109,000
		427/425 L72 2dr Yenko Spt Cpe	\$167,000	\$210,000	\$250,000	\$335,000
		427/425 L72 2dr COPO Spt Cpe	\$84,300	\$114,000	\$140,000	\$200,000
		427/425 ZL1 2dr ZL1 Spt Cpe	\$385,000	\$448,000	\$527,000	\$604,000
		307/200 L14 2dr Conv	\$17,200	\$23,600	\$29,000	\$38,200
		327/210 LF7 2dr Conv	\$21,100	\$29,300	\$36,500	\$47,600
		350/250 L65 2dr Conv	\$25,000	\$35,000	\$43,900	\$57,000
		350/255 LMI 2dr Conv	\$23,700	\$32,400	\$41,000	\$51,300
		350/300 L48 2dr SS Conv	\$26,400	\$37,600	\$46,900	\$64,200
		396/325 L35 2dr SS Conv	\$33,000	\$44,500	\$58,000	\$70,900

Year	Model	Body Style	4	3	2	1
		396/350 L34 2dr SS Conv	\$35,800	\$49,000	\$63,000	\$79,400
		396/375 L78 2dr SS Conv	\$38,400	\$52,000	\$68,700	\$86,700
		350/300 L48 2dr Indy Pace Car Conv	\$35,500	\$47,200	\$59,200	\$89,400
		396/325 L35 2dr Indy Pace Car Conv	\$40,900	\$51,100	\$65,200	\$95,900
		396/350 L34 2dr Indy Pace Car Conv	\$42,800	\$53,300	\$85,200	\$116,000
		396/375 L78 2dr Indy Pace Car Conv	\$50,600	\$68,800	\$112,000	\$144,000
		<i>+20% for RS pkg. +25% for RS pkg on factory SS and Z/28 cars. +20% for factory 4-spd (exc. Z/28 and Yenko). +10% for JL8 brakes. -30% for 6-cyl. -10% for 3-spd.</i>				
1970	Camaro	307/200 2dr Spt Cpe	\$11,100	\$14,100	\$17,000	\$21,000
		350/250 L65 2dr Spt Cpe	\$12,600	\$16,500	\$20,400	\$26,800
		350/300 L48 2dr SS Spt Cpe	\$15,000	\$19,700	\$27,000	\$34,300
		396/350 L34 2dr SS Spt Cpe	\$25,800	\$34,300	\$42,700	\$53,100
		396/375 L78 2dr SS Spt Cpe	\$25,900	\$41,000	\$57,000	\$71,900
		350/360 2dr Z/28 Spt Cpe	\$26,400	\$41,200	\$53,700	\$62,600
		<i>+15% for RS pkg. +20% for RS on Z/28 and SS models. +10% for 4-spd (exc Z/28). +15% for COPO spoiler. -30% for 6-cyl. -15% for 3-spd.</i>				
1971	Camaro	307/200 2dr Spt Cpe	\$9,600	\$14,300	\$17,000	\$20,800
		350/245 L65 2dr Spt Cpe	\$11,800	\$16,800	\$21,200	\$27,700
		350/270 L48 2dr SS Spt Cpe	\$15,100	\$21,000	\$25,800	\$34,400
		396/300 LS3 2dr SS Spt Cpe	\$22,700	\$29,100	\$36,600	\$46,000
		350/330 LT1 2dr Z/28 Spt Cpe	\$29,500	\$37,200	\$41,000	\$53,900
		<i>+15% for RS pkg. +20% for RS on Z/28 and SS models. +10% for 4-spd (exc Z/28). -30% for 6-cyl. -15% for 3-spd.</i>				
1972	Camaro	307/130 2dr Spt Cpe	\$10,100	\$13,900	\$17,200	\$22,700
		350/165 2dr Spt Cpe	\$11,600	\$16,500	\$20,400	\$26,600
		350/200 2dr SS Spt Cpe	\$14,700	\$20,300	\$25,400	\$32,600
		402/240 LS3 2dr SS Spt Cpe	\$22,700	\$31,800	\$39,300	\$48,800

Year	Model	Body Style	4	3	2	1
		350/255 2dr Z/28 Spt Cpe	\$24,400	\$32,300	\$44,500	\$55,000
			<i>+15% for RS pkg. +20% for RS on Z/28 and SS models. +10% for 4-spd (exc Z/28). -30% for 6-cyl. -15% for 3-spd.</i>			
1973	Camaro	307/115 2dr Spt Cpe	\$8,900	\$13,500	\$16,600	\$21,100
		350/145 L65 2dr Spt Cpe	\$11,200	\$15,900	\$19,800	\$25,800
		350/175 L48 2dr Spt Cpe	\$11,800	\$16,900	\$20,600	\$27,700
		350/245 2dr Z/28 Spt Cpe	\$18,700	\$26,300	\$33,200	\$43,500
		350/145 L65 2dr LT Spt Cpe	\$11,900	\$17,000	\$21,100	\$28,200
		350/175 L48 2dr LT Spt Cpe	\$13,200	\$18,700	\$23,300	\$30,100
		350/245 2dr Z/28 LT Spt Cpe	\$20,600	\$29,500	\$35,700	\$46,900
			<i>+15% for RS pkg. +20% for RS on Z/28 models. +10% for 4-spd (exc Z/28). -30% for 6-cyl. -15% for 3-spd.</i>			
1974	Camaro	350/145 L65 2dr Spt Cpe	\$7,400	\$11,900	\$16,500	\$21,200
		350/160 LMI 2dr Spt Cpe	\$9,200	\$13,700	\$18,200	\$23,400
		350/185 L48 2dr Spt Cpe	\$10,500	\$14,800	\$20,100	\$25,600
		350/245 2dr Z/28 Spt Cpe	\$15,700	\$21,900	\$30,600	\$38,400
		350/145 L65 2dr LT Spt Cpe	\$10,900	\$15,800	\$21,100	\$27,400
		350/185 L48 2dr LT Spt Cpe	\$12,000	\$17,300	\$23,100	\$30,000
		350/245 2dr Z/28 LT Spt Cpe	\$17,000	\$24,000	\$32,100	\$40,800
			<i>+15% for RS pkg. +20% for RS on Z/28 models. +10% for 4-spd (exc Z/28). -30% for 6-cyl. -15% for 3-spd.</i>			
1975	Camaro	350/145 L65 2dr Spt Cpe	\$6,700	\$10,100	\$13,500	\$17,300
		350/155 LMI 2dr Spt Cpe	\$7,800	\$11,600	\$15,400	\$20,000
		350/145 L65 2dr LT Spt Cpe	\$9,000	\$13,300	\$18,000	\$23,400
		350/155 LMI 2dr LT Spt Cpe	\$10,100	\$14,700	\$20,100	\$25,600
			<i>+15% for RS pkg. +10% for 4-spd. -30% for 6-cyl. -15% for 3-spd.</i>			
1976	Camaro	305/140 LG3 2dr Spt Cpe	\$7,100	\$10,300	\$13,700	\$17,500
		350/165 LMI 2dr Spt Cpe	\$7,800	\$11,500	\$15,700	\$20,100
		305/140 LG3 2dr LT Spt Cpe	\$8,900	\$13,300	\$18,100	\$22,900

Year	Model	Body Style	4	3	2	1
		350/165 LMI 2dr LT Spt Cpe	\$10,600	\$14,800	\$20,100	\$26,400
			<i>+15% for RS pkg. +10% for 4-spd. -30% for 6-cyl. -15% for 3-spd.</i>			
1977	Camaro	305/145 LG3 2dr Spt Cpe	\$5,100	\$7,500	\$10,100	\$13,400
		350/170 LMI 2dr Spt Cpe	\$5,700	\$8,000	\$10,900	\$14,500
		305/145 LG3 2dr LT Spt Cpe	\$6,200	\$9,200	\$12,300	\$15,800
		350/170 LMI 2dr Z/28 Spt Cpe	\$7,900	\$11,700	\$16,100	\$22,200
			<i>+15% for RS pkg. +20% for RS on Z/28. +10% for 4-spd (exc Z/28). -30% for 6-cyl. -15% for 3-spd.</i>			
1978	Camaro	350/185 2dr Z/28 Spt Cpe	\$8,300	\$13,400	\$20,900	\$29,400
		305/145 LG3 2dr Spt Cpe	\$5,600	\$7,900	\$11,100	\$14,900
		350/170 LMI 2dr Spt Cpe	\$5,900	\$9,000	\$12,300	\$16,500
		305/145 LG3 2dr LT Spt Cpe	\$6,500	\$10,000	\$14,300	\$18,200
			<i>+10% for RS. +15% for 4-spd (exc Z/28). +10% for t-tops. -30% for 6-cyl.</i>			
1979	Camaro	305/130 LG3 2dr Spt Cpe	\$5,700	\$7,900	\$11,000	\$15,000
		350/170 LMI 2dr Spt Cpe	\$6,800	\$10,000	\$13,800	\$18,300
		305/130 LG3 2dr Berlinetta Spt Cpe	\$6,100	\$9,200	\$12,200	\$16,300
		350/170 LMI 2dr Berlinetta Spt Cpe	\$7,100	\$10,600	\$14,800	\$19,700
		350/175 2dr Z/28 Spt Cpe	\$9,800	\$14,400	\$22,900	\$35,600
			<i>+10% for RS. +15% for 4-spd (exc Z/28). +10% for t-tops. -30% for 6-cyl.</i>			
1980	Camaro	267/120 2dr Spt Cpe	\$4,900	\$8,600	\$9,700	\$12,700
		305/155 LG4 2dr Spt Cpe	\$6,400	\$9,500	\$12,900	\$16,000
		267/120 2dr Berli- netta Spt Cpe	\$5,900	\$8,700	\$11,300	\$14,500
		305/155 LG4 2dr Berlinetta Spt Cpe	\$6,900	\$10,200	\$13,800	\$17,200
		305/165 LG4 2dr Z/28 Spt Cpe	\$9,700	\$13,800	\$21,700	\$28,800
		350/190 LMI 2dr Z/28 Spt Cpe	\$10,100	\$14,900	\$23,400	\$31,700
			<i>+10% for RS. +15% for 4-spd (exc Z/28). +10% for t-tops. -30% for 6-cyl.</i>			
1981	Camaro	267/115 2dr Spt Cpe	\$4,400	\$7,400	\$9,900	\$13,100

Year	Model	Body Style	4	3	2	1
			<i>+10% for RS. +15% for 4-spd (exc Z/28). +10% for t-tops. -30% for 6-cyl.</i>			
		305/150 2dr Spt Cpe	\$5,700	\$9,800	\$13,300	\$16,500
		267/115 2dr Berli- netta Spt Cpe	\$5,200	\$9,000	\$11,500	\$14,900
		305/150 2dr Berli- netta Spt Cpe	\$6,600	\$10,500	\$14,300	\$17,600
		305/165 2dr Z/28 Spt Cpe	\$8,400	\$14,000	\$21,200	\$28,000
		350/175 2dr Z/28 Spt Cpe	\$9,800	\$15,300	\$23,000	\$30,800
			<i>-30% for 6-cyl. +10% for t-tops.</i>			
1982	Camaro	305/145 2dr Spt Cpe	\$3,200	\$5,200	\$7,100	\$11,700
		305/145 2dr Berli- netta Spt Cpe	\$3,800	\$5,600	\$7,700	\$12,600
		305/145 2dr Z/28 Spt Cpe	\$5,500	\$8,400	\$9,400	\$15,600
		305/165 2dr Z/28 Spt Cpe	\$6,300	\$9,200	\$10,800	\$17,400
			<i>-30% for 6-cyl. -50% for 4-cyl. +10% for t-tops.</i>			
1983	Camaro	305/150 2dr Spt Cpe	\$3,000	\$5,100	\$7,000	\$11,300
		305/150 2dr Z/28 Spt Cpe	\$5,400	\$8,200	\$9,200	\$15,400
		305/175 2dr Z/28 Spt Cpe	\$6,400	\$9,300	\$10,900	\$17,700
		305/190 HO 2dr Z/28 Spt Cpe	\$7,200	\$10,000	\$12,100	\$18,800
			<i>-30% for 6-cyl. -50% for 4-cyl. +10% for t-tops.</i>			
1984	Camaro	305/150 2dr Spt Cpe	\$3,100	\$5,200	\$7,100	\$11,600
		305/150 2dr Berli- netta Spt Cpe	\$3,600	\$5,600	\$7,700	\$12,500
		305/150 2dr Z/28 Spt Cpe	\$5,500	\$8,500	\$9,300	\$15,600
		305/190 HO 2dr Z/28 Spt Cpe	\$7,300	\$10,100	\$12,300	\$19,400
			<i>-30% for 6-cyl. -50% for 4-cyl. +10% for t-tops.</i>			
1985	Camaro	305/155 2dr Spt Cpe	\$3,700	\$5,600	\$7,700	\$12,600
		305/155 2dr Berli- netta Spt Cpe	\$4,300	\$6,200	\$8,100	\$13,400
		305/155 2dr Z/28 Spt Cpe	\$6,300	\$9,800	\$11,300	\$17,000
		305/190 HO 2dr Z/28 Spt Cpe	\$7,000	\$9,700	\$12,100	\$18,300
		305/215 2dr Z/28 Spt Cpe	\$8,100	\$10,900	\$13,000	\$19,900
		305/155 2dr IROC- Z Spt Cpe	\$7,200	\$10,300	\$16,200	\$24,200

Year	Model	Body Style	4	3	2	1
		305/190 HO 2dr IROC-Z Spt Cpe	\$7,800	\$11,000	\$16,900	\$26,600
		305/215 2dr IROC-Z Spt Cpe	\$9,400	\$12,200	\$18,500	\$27,800
			<i>-30% for 6-cyl. -50% for 4-cyl. +10% for t-tops.</i>			
1986	Camaro	305/155 2dr Berlinetta Spt Cpe	\$4,100	\$5,900	\$7,800	\$12,800
		305/155 2dr Spt Cpe	\$3,600	\$5,200	\$7,300	\$11,800
		305/165 2dr IROC-Z Spt Cpe	\$6,900	\$9,700	\$15,400	\$23,300
		305/165 2dr Z/28 Spt Cpe	\$5,900	\$8,500	\$10,900	\$16,100
		305/190 2dr IROC-Z Spt Cpe	\$9,200	\$11,800	\$18,300	\$26,800
		305/190 2dr Z/28 Spt Cpe	\$7,800	\$10,500	\$12,500	\$19,300
		305/190 HO 2dr IROC-Z Spt Cpe	\$9,300	\$12,100	\$17,600	\$26,600
		305/190 HO 2dr Z/28 Spt Cpe	\$6,700	\$9,000	\$11,400	\$17,500
			<i>-30% for 6-cyl. -50% for 4-cyl. +10% for t-tops.</i>			
1987	Camaro	305/165 2dr Spt Cpe	\$3,200	\$4,100	\$7,000	\$10,800
		305/170 2dr Z/28 Spt Cpe	\$7,700	\$10,800	\$13,500	\$19,900
		305/190 2dr Z/28 Spt Cpe	\$8,300	\$11,600	\$14,600	\$23,100
		305/190 2dr IROC-Z Spt Cpe	\$8,900	\$12,700	\$17,400	\$27,600
		350/225 2dr IROC-Z Spt Cpe	\$9,600	\$12,900	\$19,000	\$31,300
		305/165 2dr Conv	\$3,500	\$5,700	\$10,500	\$14,600
		305/170 2dr Z/28 Conv	\$6,700	\$10,200	\$12,700	\$19,600
		305/190 2dr Z/28 Conv	\$7,500	\$10,400	\$13,200	\$20,100
		305/190 2dr IROC-Z Conv	\$8,000	\$11,700	\$16,600	\$26,600
			<i>-30% for 6-cyl. +10% for t-tops.</i>			
1988	Camaro	305/170 2dr Spt Cpe	\$3,200	\$4,200	\$7,200	\$11,500
		305/170 2dr IROC-Z Spt Cpe	\$8,500	\$12,100	\$17,000	\$26,800
		305/220 2dr IROC-Z Spt Cpe	\$9,400	\$12,900	\$17,800	\$28,700
		350/230 2dr IROC-Z Spt Cpe	\$9,900	\$13,400	\$19,600	\$29,700
		305/170 2dr Conv	\$3,600	\$6,300	\$11,200	\$14,700
		305/170 2dr IROC-Z Conv	\$7,900	\$11,400	\$16,000	\$25,300

Year	Model	Body Style	4	3	2	1
		305/220 2dr IROC-Z Conv	\$8,100	\$12,100	\$17,100	\$27,200
					<i>-30% for 6-cyl. +10% for t-tops.</i>	
1989	Camaro	305/170 2dr RS Spt Cpe	\$3,200	\$4,200	\$9,000	\$14,400
		305/170 2dr IROC-Z Spt Cpe	\$8,700	\$12,100	\$18,200	\$30,100
		305/220 2dr IROC-Z Spt Cpe	\$9,400	\$12,900	\$19,100	\$32,000
		350/230 2dr IROC-Z Spt Cpe	\$10,000	\$13,500	\$21,500	\$33,000
		305/170 2dr RS Conv	\$4,100	\$6,500	\$12,400	\$17,500
		305/170 2dr IROC-Z Conv	\$7,800	\$11,400	\$17,000	\$28,100
		305/220 2dr IROC-Z Conv	\$8,100	\$12,100	\$18,600	\$30,600
					<i>-30% for 6-cyl. +10% for t-tops.</i>	
1990	Camaro	305/170 2dr RS Spt Cpe	\$3,200	\$4,200	\$8,700	\$14,000
		305/210 2dr IROC-Z Spt Cpe	\$8,900	\$12,200	\$18,400	\$30,500
		305/230 2dr IROC-Z Spt Cpe	\$9,400	\$12,900	\$19,100	\$32,000
		350/245 2dr IROC-Z Spt Cpe	\$10,000	\$13,500	\$21,500	\$33,000
		305/170 2dr RS Conv	\$4,000	\$6,400	\$11,900	\$16,700
		305/210 2dr IROC-Z Conv	\$8,000	\$11,600	\$17,100	\$28,800
		305/230 2dr IROC-Z Conv	\$8,100	\$12,100	\$18,600	\$30,100
					<i>-30% for 6-cyl. +10% for t-tops.</i>	
1991	Camaro	305/170 2dr RS Spt Cpe	\$3,200	\$4,200	\$8,800	\$14,500
		305/205 2dr Z/28 Spt Cpe	\$8,300	\$10,500	\$14,900	\$23,000
		305/230 2dr Z/28 Spt Cpe	\$8,800	\$11,600	\$16,000	\$25,300
		350/245 2dr Z/28 Spt Cpe	\$9,600	\$12,600	\$17,400	\$26,600
		305/170 2dr RS Conv	\$4,000	\$6,400	\$12,200	\$17,200
		305/205 2dr Z/28 Conv	\$7,600	\$10,600	\$14,400	\$23,400
		305/230 2dr Z/28 Conv	\$7,800	\$11,200	\$15,600	\$24,800
					<i>-30% for 6-cyl. +10% for t-tops.</i>	
1992	Camaro	305/170 2dr RS Spt Cpe	\$3,800	\$4,900	\$10,200	\$16,800
		305/205 2dr Z/28 Spt Cpe	\$9,900	\$11,900	\$16,700	\$26,300

Year	Model	Body Style	4	3	2	1
		350/245 2dr Z/28 Spt Cpe	\$10,900	\$14,700	\$19,300	\$29,600
		305/170 2dr RS Conv	\$4,800	\$7,800	\$14,300	\$20,200
<i>-30% for 6-cyl. +10% for Heritage Ed cpe. +25% for Heritage Ed on conv. +10% for t-tops.</i>						
1993	Camaro	207/160 2dr Spt Cpe	\$2,600	\$3,600	\$4,900	\$9,500
		350/275 2dr Z/28 Spt Cpe	\$4,600	\$7,600	\$10,900	\$18,700
		350/275 2dr Z/28 Indy Pace Car Spt Cpe	\$9,500	\$14,300	\$18,000	\$27,100
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
1994	Camaro	207/160 2dr Spt Cpe	\$2,600	\$3,600	\$4,900	\$9,500
		350/275 2dr Z/28 Spt Cpe	\$4,600	\$7,400	\$10,700	\$17,900
		207/160 2dr Conv	\$4,900	\$7,900	\$10,500	\$13,800
		350/275 2dr Z/28 Conv	\$7,900	\$11,600	\$14,300	\$21,200
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
1995	Camaro	207/160 2dr Spt Cpe	\$2,600	\$3,600	\$4,800	\$8,000
		350/275 2dr Z/28 Spt Cpe	\$4,700	\$7,000	\$10,000	\$17,600
		207/160 2dr Conv	\$4,900	\$7,900	\$10,500	\$13,800
		350/275 2dr Z/28 Conv	\$8,000	\$11,600	\$14,100	\$21,000
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
1996	Camaro	231/200 2dr Spt Cpe	\$2,700	\$3,900	\$5,100	\$8,500
		231/200 2dr RS Spt Cpe	\$3,000	\$4,500	\$5,600	\$9,400
		350/285 2dr Z/28 Spt Cpe	\$7,400	\$10,000	\$13,200	\$18,200
		350/305 2dr SS Spt Cpe	\$8,000	\$11,200	\$16,600	\$24,700
		231/200 2dr Conv	\$4,900	\$7,200	\$9,900	\$12,400
		231/200 2dr RS Conv	\$6,000	\$7,700	\$11,100	\$13,600
		350/285 2dr Z/28 Conv	\$9,000	\$11,300	\$14,400	\$21,600
		350/305 2dr SS Conv	\$9,200	\$12,300	\$20,100	\$29,400
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
1997	Camaro	231/200 2dr Cpe	\$3,600	\$5,400	\$7,400	\$11,900
		231/200 2dr RS Cpe	\$4,100	\$6,100	\$8,300	\$13,100
		350/285 2dr Z/28 Cpe	\$6,600	\$9,100	\$12,300	\$19,700

Year	Model	Body Style	4	3	2	1
		350/285 2dr Z/28 30th Annv Cpe	\$8,700	\$12,500	\$15,300	\$26,400
		350/305 2dr SS Cpe	\$8,000	\$11,200	\$16,600	\$23,500
		350/305 2dr SS 30th Annv Cpe	\$10,000	\$13,000	\$17,300	\$33,500
		231/200 2dr Conv	\$6,400	\$8,900	\$11,300	\$15,300
		231/200 2dr RS Conv	\$7,300	\$9,700	\$12,200	\$16,600
		350/285 2dr Z/28 Conv	\$10,300	\$13,500	\$16,400	\$23,200
		350/285 2dr Z/28 30th Annv Conv	\$10,600	\$14,400	\$20,500	\$30,000
		350/305 2dr SS Conv	\$9,200	\$12,300	\$20,100	\$29,400
		350/305 2dr SS 30th Annv Conv	\$14,900	\$17,400	\$25,800	\$38,400
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
1998	Camaro	231/200 2dr Cpe	\$5,600	\$7,400	\$9,000	\$12,000
		346/305 2dr Z/28 Cpe	\$7,100	\$9,400	\$12,100	\$16,300
		346/320 2dr SS Cpe	\$11,200	\$14,100	\$18,500	\$26,000
		231/200 2dr Conv	\$6,800	\$8,800	\$10,800	\$13,900
		346/305 2dr Z/28 Conv	\$10,900	\$14,800	\$19,800	\$22,700
		346/320 2dr SS Conv	\$11,800	\$15,600	\$22,400	\$28,400
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
1999	Camaro	231/200 2dr Cpe	\$6,300	\$7,900	\$9,700	\$12,700
		346/305 2dr Z/28 Cpe	\$7,000	\$10,200	\$13,000	\$17,400
		346/320 2dr SS Cpe	\$12,200	\$15,200	\$18,500	\$26,000
		231/200 2dr Conv	\$7,400	\$9,700	\$11,600	\$14,900
		346/305 2dr Z/28 Conv	\$11,700	\$15,900	\$21,300	\$24,300
		346/320 2dr SS Conv	\$12,700	\$17,100	\$22,400	\$28,000
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
2000	Camaro	231/200 2dr Cpe	\$6,600	\$8,800	\$10,800	\$13,500
		346/305 2dr Z/28 Cpe	\$10,500	\$11,300	\$17,400	\$21,900
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>						
		346/320 2dr SS Cpe	\$12,800	\$15,800	\$20,300	\$26,600
<i>-30% for 6-cyl. -20% for auto. +10% for t-tops.</i>						
		231/200 2dr Conv	\$9,600	\$10,300	\$12,300	\$16,200
		346/305 2dr Z/28 Conv	\$12,200	\$16,700	\$21,800	\$25,900

Year	Model	Body Style	4	3	2	1	
2001	Camaro	346/320 2dr SS Conv	\$13,000	\$17,600	\$22,800	\$28,900	
		<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>					
		231/200 2dr Cpe	\$6,900	\$9,400	\$11,300	\$14,300	
		231/205 2dr RS Cpe	\$7,300	\$9,800	\$13,000	\$15,500	
		346/310 2dr Z/28 Cpe	\$7,400	\$11,000	\$16,900	\$23,100	
		346/325 2dr SS Cpe	\$9,500	\$13,800	\$21,900	\$28,500	
		231/200 2dr Conv	\$9,900	\$10,800	\$13,500	\$18,400	
		231/205 2dr RS Conv	\$10,300	\$11,300	\$14,600	\$19,600	
		346/310 2dr Z/28 Conv	\$12,500	\$17,100	\$22,400	\$26,400	
		346/325 2dr SS Conv	\$13,700	\$18,300	\$24,900	\$29,900	
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>							
2002	Camaro	231/200 2dr Spt Cpe	\$6,600	\$8,600	\$11,400	\$15,900	
		231/205 2dr RS Spt Cpe	\$6,900	\$9,100	\$12,000	\$17,000	
		346/310 2dr Z/28 Spt Cpe	\$7,000	\$10,100	\$16,300	\$23,100	
		346/325 2dr SS Spt Cpe	\$8,200	\$12,100	\$21,100	\$27,600	
		346/325 2dr SS 35th Annv Spt Cpe	\$8,900	\$13,800	\$21,600	\$28,900	
		231/200 2dr Conv	\$9,000	\$9,900	\$13,200	\$21,000	
		231/205 2dr RS Conv	\$9,500	\$10,400	\$14,100	\$21,600	
		346/310 2dr Z/28 Conv	\$11,100	\$15,200	\$20,600	\$26,600	
		346/325 2dr SS Conv	\$12,400	\$16,900	\$23,800	\$33,100	
		346/325 2dr SS 35th Annv Conv	\$11,500	\$16,100	\$23,000	\$32,800	
<i>-10% for auto. +10% for t-tops. +15% for Special Performance Pkg.</i>							