


71 trans am value

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1971 Pontiac Trans Am 455 H.O. ©2017 Courtesy of Full Status Remote Control Auctions \$52,800 - \$92,400Excellent Bet \$35,000 - \$3 52,800 Good Bet \$20,475 – \$35,000Fair Status \$2,350 – \$20,475 highest selling value \$92,400Data based on 70 auction sales. about the data . Data review. Average sales value: \$37,564 (disregard for 5% of sales up and down)This year average: \$46,400 (28.01% vs. avg. sale value)1971 Pontiac Firebird1971 Pontiac Firebird1971 Pontiac Firebird1971 Pontiac Firebird1971 Pontiac Firebird1971 Pontiac Firebirdnote: The images shown are representations of the 1971 Pontiac Firebird and not necessarily vehicles that have been bought or sold at auction. BodystylesMedian SaleEspirit Hardtop \$17,000 Hardtop Formula \$20,338 Hardtop \$43,500 EnginesMedian Sale455 CID | 325 HP \$60,500 456 CID | 335 HP \$48,000 400 CID | 300 hp \$19,500 350 CID | 250 HP\$14,500 1971 Pontiac Firebird Median Auction Sale Value by Year (prices in USD\$)YearMedian SaleHigh SaleLow SaleConsignments#SalesSell Through Rate2020\$43,450 \$82,500\$17,0509667%2019\$55,000 \$58,300\$28,6006583%2018\$60,500 \$92,400\$17,60010770%2017\$47,500 \$81,000\$8,50011655%2015\$44,000 \$52,800\$35,0005360%2014\$29,772 \$77,000\$14,50010660%2013\$20,500 \$46,000\$5,750161063%2012\$32,000 \$48,000\$17,0008563%2011\$23,930 \$47,300\$2,3509667%2010\$51,000 \$55,000\$28,60010550%2009\$28,575 \$60,500\$14,0006467%2008\$41,500 \$41,500\$41,5006117%2007\$51,450 \$55,000\$10,00033100%2005\$30,800 \$34,650\$26,95022100%2001\$18,000 \$18,000\$18,00011100% #1#2#3Pontiac1976Chevrolet (2,103,862)Toyota (1,884,260)Ford (1,861,537)746,4301975Chevrolet (1,755,773)Toyota (1,714,836)Ford (1,569,608)531,9221974Chevrolet (2,333,839)Ford (2,179,791)Renault (1,355,799)580,0451973Chevrolet (2,579,509)Ford (2,349,815)Fiat (1,390,251)919,8701972Chevrolet (2,420,564)Ford (2,246,563)Fiat (1,368,216)706,9781971Ford (2,054,351)Chevrolet (1,830,319)Volkswagen (1,128,784)586,8561970Ford (2,096,184)Chevrolet (1,451,305)Volkswagen (1,193,853)586,8561969Chevrolet (2,092,947)Ford (1,826,777)Volkswagen (1,241,580)870,0811968Chevrolet (2,139,290)Ford (1,753,334)Volkswagen (1,191,854)910,9771967Chevrolet (2,206,639)Ford (1,730,224)Toyota (1,068,321)782,7341966Ford (2,212,415)Chevrolet (2,206,639)Volkswagen (1,168,146)831,331 Total Pontiac Production for 1971 : 586,856 1971 Pontiac FirebirdEspirit Hardtops : 20,185 Hardtop Formula : 7,802 Hardtops : 23,022 Car Profiles and Reviews Although Pontiac Marketer deemed the shiny new 1970 Firebird, beginning tomorrow, no one could have imagined the basic car would be produced for twelve years. The five Firebird models in 1970 were all coupes. More sports cars were at heart than ever before. The decline in power ratings for 1971 was offset by the availability of Pontiac's massive 455 in the Formula and Trans Am models. The signature Trans Am Chicken Hood appliqué first appeared in 1973. In 1973 and A mighty SD-455 engine has been a limited number of already highly collected Firebirds. Mid-1976 brought the limited edition Trans Am, which is a collection of styles for the ultra-popular Trans Ams to follow. In 1979, the T/A model's year-on-year production exceeded 100,000. Syed's Big 8 455 disappeared after 1976 and 1979, and Pontiac saw the final 400 V-8. A 4.9L V-8 turbocharg was displayed in the 1980 version of the Turbo Trans am Indy Pace. During the 1980-81, a V-8 5.0L was the largest engine on offer. Although less powerful and much more common than earlier high-performance Firebirds, late 70s Trans Ams are enjoying renewed popularity today. Click here to read Hemmings Motor News' Buyers Guide for the 1974-1987 Pontiac Firebird Trans Am. Click here to read Hemmings Motor News' Buyers Guide for the 1978 Pontiac Firebird Trans Am. May 10, 2020 by Scott Oldham Best Used Car Buying Guide, Pontiac was originally Pontiac Trans Amiac. Launched in 1969, only 697 people were sold that year. But the very light and high-performance version of Pontiac Firebird will soon become the car icon of the following decade and bona fide is a favorite of car collectors around the world. Named for the sports car club of the popular American Trans Am Racing Series, the model costs Pontiac \$5.00 royalties per trans am it sold. It wasn't added much at first, but in 1970 Pontiac redesigned the bird fire along with Transam, and its second generation sold in large numbers. Best known for its massive screaming chicken hood mast, the second trans-am general was produced for more than a decade, turning it into one of the most successful American muscle cars ever. And today, after decades of mid-range interest, their values are on the rise. Here's everything you need to know before buying yours. A note on Clipnik shopping guides. These are not collector machine guides. (There are already plenty of other great resources for it.) Rather, our guides recommend cars that we think will buy for fun, interesting, reliable, and value-oriented — cars are meant to be driven and enjoyed (not saved away for investment purposes) and that wealth is not to gain or maintain costs. Smokey and the Bandit Agent were driven on the big screen during the 1970s, Pontiac Trans-EMS with a long list of Hollywood A-listers including Sylvester Stallone, John Wayne and even Steve McQueen. But the actor most associated with the car is, of course, Brett Reynolds. From 1977 to 1981, Reynolds pontiac spent trans-EMS in three popular films, Dodi and Bandit, Hooper and Dodi and Bandit 2. Dodi's debut was a big hit, grossing alongside Star Wars more than any other film released in 1977. In the action comedy, Reynolds drives a black and gold transam in 1977 with t-taps. Appearing just 11 minutes into the movie, it immediately The dream car of millions, giving a massive boost to Trans Am sales throughout the end of generation performances in 1981. Now classic. Smokey and Bandit remains a driving force behind the popularity of these cars nearly 50 years later, and it is one of the most successful product placements of all time. Three generations of fans are now buying the Trans Am bandit they always wanted. Transam values are increasing like many, I've wanted Trans Am ever since my father took me to see Smokey and bandit in theaters. i was only seven years old . About 20 years later, I finally bought one: a black Pontiac Terrence Am in 1976 that I took from the original owner in Southern California for \$7,000. It was ringing free, in great shape, and I've been driving it and entering it in the show car since then. My timing was correct. Trans-EM values have climbed since the 1970s - especially in the last ten years. Today, according to Hagerty, the industry's leading auto insurer collector, the median value for the 1970-1981 Pontiac Trans Am in #3 (or good) status is just over \$30,000, and my particular car is now worth about \$21,000. Hegerty recently recommended that buyers get their hands on a second-generation transam before further price increases, noting that the average 12-month sales price for Transam is 38 percent high compared to a year ago, and 57 percent more cars have been offered in the past 12 months than the previous year. Trans Am Special Editions and Pace Cars If you want a Trans Am just like Burt's, you desire a rare bird. Terrence A.M.S. was presented in many colors, including Starlite Black, in 1977. But producing a special version of Transam with gold trim - often referred to as the Bandit version, and designated by the option code Y82 with t-tops and Y81 without - was just 3,760 units for the year. Watch out for special edition clones. Because of the desirability of the bandit version, some incorrect vendors will regularly paint the black trans Am, install gold pinstriping and trim, and then try to pass it on as the real thing. Pontiac actually sold the black and gold version of Transam from 1976 to 1981. It was the creation of designer John Schindella, who seems to have borrowed the idea from the black and gold Liver of Lotus-era Formula 1 cars with the support of Special John Player. The stroke was genius. He first displayed the color scheme on a display car in 1974, which appeared in auto shows across the country. In 1976, it finally hit the exhibition floor as a limited edition trans-am, a special model to commemorate the 50th anniversary Panthiac. It was also the first Trans-Ams to get T-Tops, though production issues were limited production from those largely. Of the 2,590 trans Am limited edition made that year, just 643 got removable glass ceilings in 1978, the black special edition became the option code Y82 and Y84, while from 1979 to 1981 it was the only Y84 code. In 1978, Pontiac also began selling a special edition of Transam Gold (Y88), which reversed the color scheme: gold color with darker, trim graphics. A total of 8,676 people were sold. In 1979, Pontiac sold the most trans-EMS ever, about 117,000. That's nearly 60 times the number that went on sale in 1971. Exactly 7,500 of those transam models were the 10th anniversary of the version. Very popular with today's collectors, this silver trans Ams features special graphics, new turbo fin wheels, and wild silver leather interiors. A year later, Terrence Am was first a Pace Indy 500 and Pontiac sold 5,700 replicas. These were all white with white turbo wheels and special charcoal graphics. In 1980, he was replaced by nascar version pacecar, which was also white but with black accents and special recaro chairs. Only 2,000 people were sold. These special editions and speed car versions have always demanded premiums over normal Terrence Ams of these years. For example, the average price of a trans-am in 1979 (with 400 Pontiac V8) is \$22,500, according to the Hagerty valuation tool, while a tenth anniversary version is worth about \$10,000 more in the same circumstances. According to Hagerty in 2019, Prices for the 10th anniversary of 1979 and the 1979 special editions were on average 5 to 10 percent high, but everything else is water traffic, meaning the T/A could be on the verge of jumping. Trans Am Facelifts Design chief John Schinella gave the Trans Am numerous successful facelifts throughout the 1970s, and buyers should be aware of the visual differences from year to year. The main body of Transam was written by designer Bill Porter, and lasted until 1973. From 1970 to 1972, only two color schemes were presented: white with blue tape, and blue with white tape. In 1973, the stripe was accompanied by Lucerne Blue of History. Trans am was presented now in Cameo White, Buccaneer Red, and rare one-year-old single Color Brewster Green. More colors were added in 1974, and chrome rear bumper was replaced with a more integrated design. Trans am also has new noses and larger taillights. In 1975, its rear window expanded, and in 1976 its shields were even more integrated for a smoother look. For 1977, there was an all-new front end with four headlights, a deformed scope hood, and a more beak-like nose. It is a body style that has been made famous by Brett Reynolds and lasted two years. This is also the year that the popular snowflake wheels were first screened. Cast aluminum, they are lighter than the heavier designs of Rally 2 and Honeycomb, which are steel. In 1979, the trans-am look was still restored again with taillights stretching across its dench and a longer front end with more bold grills. This design takes a while 1981 And this was the one driven by Reynolds in Smokey and the Second Bandit. Like most muscular cars, the rarest and most valuable trans-EMMs are usually the rarest examples with the most horsepower. In 1970, for example, Pontiac sold only 3,196 trans-EMS and only 88 horsepower with a 370 hp 370 hp Um Air IV engine, the most powerful available in a trans-am between 1970 and 1981. A 345 hp base engine in good condition in 1970 is worth about \$44,000, while a Fourth Um Air car is worth an average of \$130,000. This is the case with the 1973 and 1974 models. With an average value of between \$16,000 and \$25,000, the Trans Am of this product with a standard, less powerful engine is far more affordable than a one equipped with optional high-performance Super Duty 455 inch cube mill. Built with just 252, an example in 1973 with the SD455 engine commands a premium of \$100,000. In 1974, SD455 production climbed to 943 units, so they're not entirely valuable, at an average price of about \$65,000. Later in the decade, horsepower declined, and sales rose. So in general the next cars are more affordable. However, there are exceptions and this is where the smoked agent and bandit come into play. The implementation of the 1977 or 1978 trans-am mill is worth an average of about \$20,000. But a special version like Barrett's Movie Machine is valued at two and a half times that number. Most of the trans EMS made during this period were equipped with automatic transmission, so cars with a 4-speed manual usually cost a little more. It also goes for cars with the WS6 special performance package, which was first introduced in 1978 and included thicker rear rocking rods and more aggressive wheels and tyres, adding a four-wheel disc brake a year later. Transam Screaming Chicken It is affectionately known as the Screaming Chicken, though some prefer it to rise phoenix or fiery bird, and sometimes not mention it as simply an eagle or a falcon. Whatever you call it, the massive trans Am hood tag is arguably the largest and most recognizable rig in car history. In 1973, Pontiac officially named it Trans Am Hood Decal and introduced it as the WW7 option code. It was an option and it was always an option. Although popular, it wasn't for everyone, and many Trans Ams are not equipped with iconic graphics. Pontiac, however, standardized it in every special edition, anniversary, and trans-am paceman sold between 1976 and 1981. The big bird went through many jumps over the years, changing in the size, design and direction of the cranial, and his head sometimes pointed left and sometimes pointed to the right. As a result, decades and more than a few questionable restorations later, a bunch of cars out there are now wearing the wrong bird. Recently modified 1976 Trans Am sold at a major auction \$80,000, despite clearly wearing a hood bird since 1979. Maybe it was chosen according to the owner's tastes, or maybe they just bought the wrong decal kit. In any case, it didn't seem to hurt the value of that car. However, if you are buying for a restored example, be sure to check the bird and other graphics for accuracy. If the recoverer got them wrong, they may also have cut corners in places you can't easily see. From 1970 to 1976, Pontiac exclusively fed transam with Pontiac V8 engines as much as 400 or 455 cubic inches, and numerous versions of each were offered over the years. From 1977 to 1979, Pontiac dropped option 455 to meet emissions regulations, especially in California. Instead, it offers the Oldsmobile's 403-inch V8 cube, which will make its way to more than 100,000 trans-Ams. The power comparable to the Pontiac 400 was still available, so there wasn't much performance difference between the two, but you need to know what you were buying. The Oldsmobile 403 power cars should have a graphics scoop hood that reads 6.6-liter, while in the Pontiac 400 power cars, it should read T/A 6.6. However, those graphics change easily, and many cars have the wrong labels in place. If there is any question, just pop the hood. If the engine has an oil filling tube on the front, the old is mobile. If not, it's Pontiac. In 1980 and 1981, a Choi Weib made offed 305 cubic inches and a turbocharged version of the 301, none of which made a lot of horsepower. The standard pis karz turbo engine was the most powerful of these, producing 210 horsepower. However, they are considered fragile. Ring and who to trust before buying any second trans Am general, make sure it's inspected for alarms. And look everywhere, especially on t-tap cars. Roof panels are notorious for leaks. Don't be afraid to buy a car with a few needs. Parts for these cars are easy to come by. There are several parts companies that sell Trans Am restoration parts, offering everything from new body panels to carpets and decals. Basically every part of these cars is still available. However, if you're thinking of a more involved restoration, consider working with a shop or restorer who knows and understands these cars in and out. Shops like Restore a Muscle Machine in Nebraska and Trans Am specialties in Florida, for example, specialize in this trans-EMS and do a great job. Clipnik recommends if money has no object, we recommend targeting its search to one of the SD455 cars produced since 1973 or 1974. As mentioned earlier, this ranges from \$65,000 to more than \$100,000 for good samples. The more affordable alternative would be the 1977 or 1978 special edition, which will You get about \$50,000 for one in good condition. Thanks to Barrett, these black and gold cars will always be desirable, so they should hold their value. Plus they are 220 hp, the most of any Trans Am from later model years. To blast for your buck, both the 1970 Trans Am with the standard third Ram Air engine and the 1971 Trans Am with 455 H.O are excellent choices. These should hold their value because they were the most powerful trans-EMs presented of this era and were built in relatively small numbers, with only 3,108 sold in 1970 and 2116 in 1971. They also offer the exterior design in its pure form, and that's why they remain a favorite of Transam designer Bill Porter. He still owns one on the honeycomb wheels he also designed, which was first screened in 1971. Good situation examples cost between \$30,000 and \$50,000. For pure affordability, consider a transam from 1974 to 1976 with a base engine. These model years tend to get lost between early cars and subsequent Smokey and Bandit designs, so they cost less. Although some prefer the smoother shields of the 1976 model, it has the most power in 1974, at 225 hp, since a catalytic converter was not added until 1975. However, they all do about the same if they are not corrected. Good situation examples should cost between \$15,000 and \$25,000. The bottom line of any classic car enthusiast can have fun having a second-generation Trans Am Pontiac. They are easy to drive, they are reliable, and they are simple to repair and upgrade as you pack in miles. Plus, most of them are made with air conditioning, so they're comfortable. These Trans Ams are also fun to be seen in, and they are popular on car shows. Mine always hits local cars and coffees if you buy one, be sure to check out Bandit Run, an annual week-long pilgrimage for trans Am enthusiasts don't miss it - it's a blast. I'll see you there, photo courtesy of Mecum, Wikimedia Commons, and the author. Related Read

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