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## Get into these 7 cars on the ground floor before prices rise

by [Eric Weiner](#) //

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Generally speaking, I'm into cars because I love the experience of driving. (And because sometimes I need to be humbled by how terrible I am at fixing my old Beetle.) After a tough week, there's little that a long drive in a convertible can't fix, but there's no getting around the fact that this hobby costs money. If I ever need to sell one of my cars, I'd much prefer to turn a profit (at the very least in terms of purchase price). If you're in the market for something that won't leave you upside down, Hagerty does have data that indicate what's *most likely* to appreciate down the road.

We rely on specific metrics—insurance quote data, the frequency in which cars are added to policies, auction activity, and more—to get a sense of when prices for certain cars are about to climb. Here's our list of seven cars right now that could be on the verge of turning a corner.

[1990-1994 Porsche 911 \(964\)](#), [1970-81 Pontiac Trans Am](#), [1948-53 Cadillac Series 62](#), [2000-2003 Honda S2000](#), [1955-1983 Jeep CJ-5](#), [1972-80 Dodge D/W Series trucks](#)

and [1960-64 Chevy Corvaair](#) :



Mecum

## 1960 Chevrolet Corvair

*Median value for cars in #3 (Good) condition: \$6546*

We've sounded off many times that we think the [Corvair gets a bad rap](#), and associate editor [Kyle Smith is damn happy with his](#). The rear-engine Chevys are innovative, stylish, and a little quirky, if not a clear example of how GM was more concerned with aping the success of the Beetle than seeing the obvious advantages of a front-engine, front-drive economy cars like the Mini. Still, [Corvairs are in general way undervalued](#).

The Corvair's bright prospects are mostly driven by insurance quote data. Quote count is up 15.9 percent over the past year. Prices are essentially stagnant, but with even the best-in-the-world values at barely 20 grand (\$20,200 for a 1964 Monza Spyder, all others below \$20K), it's hard to see them going any direction but up. Average #2-condition (Excellent) value across all the first-gen Corvairs is just \$9300. You could also make the argument that the [Nader stigma](#) isn't necessarily moving onto younger buyers.