

Buying or Selling a 1963–1972 Corvette on Bring a Trailer: The Complete Guide

What to know before you list or bid

Corvette Validation Services

Buying or selling a Corvette on Bring a Trailer can be a great experience. It can also become frustrating when important questions come up after the bidding has started. A little work up front makes a big difference: know what the car is, document its condition, and be clear about what is original and what has been replaced. This guide walks you through the process, from preparing the car to getting it safely into its new owner's garage.

Most of the examples focus on C2 and early C3 Corvettes, where an engine stamping, trim tag, or piece of factory paperwork can have a big effect on value. Much of the advice applies to any Corvette. If you're buying a newer car, you'll also want someone familiar with that generation to review its diagnostics, service history, modifications, and any remaining warranty coverage.

1 Understand what Bring a Trailer offers

Bring a Trailer, usually called BaT, is an online auction site built around enthusiast vehicles and the people who know them. Sellers submit their cars for consideration. If a car is accepted, BaT helps prepare a listing with photographs, a description, records, and a public comment section. Once the auction ends, the buyer and seller complete the transaction. [1][2]

One of BaT's biggest advantages is its audience. With more than 1.6 million registered users, more than 750,000 registered bidders, and over 1,000 listings a week across the platform, BaT gives Corvette buyers and sellers access to a large enthusiast community. [1]

For a seller, that audience means your car can reach enthusiasts well beyond your local market. For a buyer, the detailed photographs and discussion can help you learn far more than you would from a typical classified ad. A knowledgeable commenter may spot something worth investigating or ask a question you hadn't considered. Still, take the time to check the facts yourself, even when the comments sound convincing.

Photographs only tell part of the story. They can miss a frame repair, a water leak, an overheating problem, or a transmission that doesn't shift properly. Having a car accepted by BaT doesn't mean it has been inspected or authenticated. If an issue could change your decision or your price, have someone check it before you bid.

The rules that matter before you commit

Typical auctions last seven days. A bid in the final two minutes resets the clock to two minutes. Sellers request a reserve during submission and can lower it while live. The reserve is the minimum acceptable auction sale price; a no-reserve listing can sell below your expectation. Read the current FAQ and terms before listing or bidding. [2][4]

BaT currently lists a $99 Classic seller fee, with Plus Photography available for an additional $330. White Glove pricing is quoted separately. For a standard US Corvette vehicle auction, budget a 5% buyer's fee, with a $250 minimum and $7,500 maximum; confirm the fee displayed in the specific bid box. Other auction categories can use different fees. Outside service providers, transport, taxes, and financing create additional costs. [2]

When you bid, BaT places a hold on your card for the buyer's fee. Make sure you're ready to buy before placing that bid. Arrange financing, inspections, and any other approvals ahead of time rather than expecting to work them out after you win. [4]

Selling Your Corvette on Bring a Trailer

2 Decide whether to sell it yourself or get help

Sell it yourself or hire a trusted partner

If you know your Corvette well and have time to manage the auction, selling it yourself can work very well. You can answer questions directly and explain the history in your own words. You'll also be responsible for gathering records, arranging photographs, making the car available, and staying involved until the sale is complete.

A trusted selling partner, such as Corvette Mike, can help if you're short on time, handling an estate, or selling a Corvette that needs a detailed explanation of its history and equipment. Look for someone who knows your type of car and has a record of well-run auctions. The right person should help you prepare thoroughly and answer buyers' questions accurately.

Ask for a written agreement explaining the commission and every other charge, including photography, storage, detailing, transport, and insurance. Be clear about who controls the reserve, who handles payment, and what happens if the car doesn't sell. Read several of the partner's past listings, including the comments, and talk with previous clients. Find out who will actually answer the technical questions during your auction.

You don't have to hire one person to handle everything. You may prefer a photographer for the gallery, a Corvette specialist for authentication, and a mechanic for the inspection. Make sure everyone understands their role, and explain any business relationships when sharing their reports with bidders.

Start preparing early

Give yourself four to six weeks to prepare if you can. Repairs, document requests, and specialist reviews may take longer than expected, and BaT's acceptance and scheduling process has its own timeline. It's better to wait until the car and records are ready than to rush a listing with important questions still unanswered.

Step	What to do
Check ownership	Make sure the title and VIN match. Confirm any loan payoff and who can sign the title.
Check condition	Have the car inspected. List known problems and keep repair receipts.
Check originality	Photograph the important numbers. Have the stampings, tags, and paperwork reviewed.
Prepare the listing	Detail the car. Take clear photos and videos. Organize the records.
Choose your reserve	Review similar sales, agree on your minimum price, and plan time to answer questions.
Complete the sale	Confirm payment, transfer the title, and document the car's condition before pickup.

3 Prepare the car without erasing its history

Start with a good detail. Clean the glass, wheels, interior, and engine compartment, and remove your personal items. Use someone who understands older Corvettes and knows when to leave original finishes alone. Keep receipts for any work you do before the sale.

Be especially careful with an unrestored car. Original finishes, inspection marks, and other small details may be worth preserving. Don't blast the chassis, refinish parts, or scrub an engine pad just to make the photographs look better. Avoid abrasives, acid, wire brushes, and grinding on stamped surfaces. If a marking is hard to read, ask a specialist how to photograph it safely.

Have the car inspected before listing it. Check the brakes, tires, cooling system, steering, suspension, electrical equipment, and fluid leaks. Look for older repairs and structural concerns too. Repair what makes sense and be straightforward about anything you leave for the next owner. If you haven't diagnosed a problem, don't describe it as an easy fix.

A restored Corvette can still need mechanical attention. An unrestored car can be beautifully preserved and still need brakes or tires. Tell buyers about the condition today, even if you have an impressive restoration invoice or a cabinet full of awards from years ago.

Get photographs that answer buyers' questions

Good photographs are worth a thousand words. Consider hiring an automotive photographer, particularly for a higher-value car. Share a shot list and arrange access to a lift so the underbody gets as much attention as the paint. Ask for the original files along with the versions prepared for the listing.

- Exterior views from all corners, both sides, front, rear, roof, panel gaps, glass, lights, wheels, and tires.
- Interior, seats, carpets, dash, instruments, odometer, seat belts, storage areas, top mechanisms, and accessories.
- Engine compartment, underside of hood, cooling system, wiring, exhaust, suspension, frame, and underbody.
- Detailed defects, paint checking, chips, corrosion, repairs, leaks, damaged trim, and worn areas.
- VIN and trim tags in context, followed by sharp close-ups; component numbers and date codes.
- Loose parts, tools, books, keys, hardtop or soft top, awards, records, and all items included in the sale.

For stampings and tags, use even lighting and try several angles. Include a wider photograph showing where the part is located, followed by clear close-ups. Keep the original files. Any editing should leave the car's condition and markings exactly as they appear.

Buyers will appreciate a cold-start video. Explain that the engine is cold, then show the start, idle, and gauges. Add a safe driving video showing normal acceleration, shifting, and braking. Demonstrate the lights, top, and other equipment where practical. If the engine was already warm, say so. Seeing the car run and operate can go a long way toward easing buyers' concerns.

4 Photograph the important numbers

Put the important numbers in one document that buyers can download from the auction. Include clear photographs and a short explanation of each item. Write down exactly what you can see; if a character is unreadable, leave it that way until someone can confirm it. Use references for the correct model year and ask for help when you're unsure.

Part	What to photograph and record
VIN tag	The full VIN, the tag, its fasteners, and the area around it. Check that it matches the title.
Trim tag	All codes, lettering, fasteners, and the area around the tag. These help check the paint and interior details.
Engine	The pad stamping, engine suffix, partial VIN if present, block casting number, and casting date.
Transmission	Identification codes, partial VIN if present, casting numbers, and dates.
Rear axle	The axle code, assembly date, casting numbers, and gear ratio if known.
Alternator	The part number and date code. Note any known replacement or rebuilding.
Starter	The part number and date code, if accessible.
Carburetor	The maker, part or list number, and date code. Note any changes.
Other parts	Relevant numbers and dates on the distributor, intake, heads, wheels, and glass, where accessible.

A useful entry includes: the part, its visible markings, the photograph filename, what the code means, the reference or specialist used, and anything you know about replacement or restoration. If you haven't inspected a part, say so. Buyers will find that more useful than a guess.

A correct part number tells you a part belongs on that type of car. It doesn't tell you whether it was installed on this particular Corvette at the factory. The same goes for a date code that falls in the right period. Even a matching VIN stamp needs a closer look, because the right characters can be applied later.

Explain what you mean by numbers matching

You'll see "numbers matching" used often, but sellers don't always mean the same thing by it. Spell out which parts you're referring to and what supports the description. If the engine is original but the transmission is a replacement, say that. If a component's history is unknown, make that clear too.

For example: "The engine stamping was reviewed by the specialist named in the attached report, who found it consistent with factory production. The review was based on photographs. The transmission has not been authenticated, and the alternator is a replacement." That gives a buyer something useful to work with.

5 Authenticate before the auction

If you're selling a Corvette as original, have the important details checked before the auction. Corvette Validation Services reviews engine stampings, VIN and trim tags, and factory paperwork for 1963–1972 Corvettes. The process uses known factory-original examples and AI-assisted forensic analysis to help assess originality. Contact us about your particular car and the photographs we'll need. [5]

Ask for a written report that explains what was reviewed, how it was reviewed, and what the findings mean. Was the car examined in person or through photographs? Were any areas inconclusive? If the report includes a score, ask how it was calculated and what it represents. Keep the full report available so bidders can read more than the certificate.

As a seller, finding an issue before the auction gives you time to investigate it and describe the car correctly. As a buyer, a review can help you avoid paying an original-engine price for a replacement or restamped block. You'll still need a mechanical inspection and a clear title; authentication answers a different set of questions.

How authentication helps

A good report helps buyers understand what they're looking at and decide what they're comfortable paying. Sometimes it confirms what the owner believed. Sometimes it uncovers a replacement engine or leaves a question unresolved. Either way, knowing before the sale is better than finding out afterward.

Documenting the engine stamping and other original components gives bidders a clearer understanding of your Corvette. Investing in authentication before the auction can help reduce buyer uncertainty and support your asking price. The final result will still depend on the car's condition, equipment, history, reserve, and the market at the time of sale.

Having the car reviewed can help you answer difficult questions with supporting information. It won't remove every uncertainty or guarantee a record price. Share the report, be honest about its limits, and let buyers see why you're comfortable with your description.

6 Obtain NCRS records and organize the paperwork

The NCRS Historic Document Services page is the starting point for the following services. Membership is required for Shipping Data and Document Validation. [6]

Service	Published scope	Current listed cost
Shipping Data Report	Certain 1962 cars after serial number 6000 through 1975, with missing-record exceptions; provides production date and dealer code, zone, name and address if available	$50
Document Validation	Compares submitted GM documents with available GM shipping records; authentication may be established when verification is achievable	$110
Award Confirmation	Available NCRS award statistics for a specific Corvette; includes shipping report if available	$310

One important detail: the shipping records **do not list the car's factory options**. A report can help you trace its production date and dealer history, but it does not by itself establish an L88, L89, fuel-injection, or transmission option. Ask NCRS what its available records can confirm about your car or document. [6]

A review of the paper and printing by a service such as Corvette Validation Services can be helpful alongside NCRS's comparison with archived records. Include both reports when available and explain what each one confirmed. If a question remains open, leave it open rather than stretching the conclusion.

Put the paperwork in order

Gather the window sticker, Corvette order copy or tank sticker, invoice, Protect-O-Plate if applicable, warranty materials, service receipts, restoration records, and judging paperwork. Add ownership records, old photographs, and correspondence that help tell the car's story. Note where each item came from and whether you have the original or a copy.

Clearly label reproduction paperwork. A replacement window sticker may show the equipment on the car, but it isn't proof of how the car left the factory. Store originals safely and use readable scans in the listing. Remove bank details and private personal information from public copies, and arrange sensitive title checks privately.

Group the records so buyers can find what they need: identity and numbers, authentication, NCRS records, ownership history, maintenance, restoration, awards, and known issues. Add an index. When you make an important statement in the listing, point the reader to the photograph or record behind it.

7 Research the value and choose your reserve

Start with completed sales in the BaT Corvette archive. Then compare what you find with Hagerty Valuation Tools and CLASSIC.COM. These are useful starting points, but a broad value guide won't capture every detail of your

Corvette. CLASSIC.COM's CMB uses historical sales, with more weight on recent transactions and market activity. [3][7][8]

Try to find five to ten reasonably close sales. Match the year, body style, engine, transmission, condition, and quality of documentation. For a rare-option car, look closely at how the option was supported in each listing. Also separate completed sales from auctions that did not meet the reserve. A high bid on an unsold car isn't a sale price.

Check whether each reported price includes the buyer's fee. Then read the listing and comments. A seemingly cheap car may have a replacement engine, while an expensive one may have exceptional history or preservation. Write down those differences so you're comparing more than just the final number.

Comparable worksheet	Entry to make
Identification	URL, VIN, year, body, engine, transmission
Transaction	Sale date, sold or unsold, whether fees are included, fees included
Condition	Restoration, preservation, mechanical status, defects
Evidence	Authentication scope, documents, awards, unanswered questions
Adjustments	Why your car merits more or less; explain your estimate
Conclusion	Low, likely, and high price estimates, with reasons

Set a reserve you're willing to accept and discuss it with BaT before you commit. Use recent sales to explain your thinking. Your restoration costs matter to you, but they don't automatically determine what someone else will pay. If the market doesn't support the price you need, it may be worth waiting or considering another selling option.

A no-reserve auction may generate interest, but you must be comfortable selling at the final bid, even if it disappoints you. Never bid on your own car or have friends place bids to support the price.

Know what you'll take home

Use: winning bid minus listing, photography, preparation, authentication, repairs, representative commission, agreed sale expenses, and any loan payoff. Keep existing cost basis separate from cash proceeds. Example only: a $75,000 result less $99 listing, $330 photography, $1,200 preparation, and $1,000 inspection and research yields $72,371 before any commission, payoff, or taxes. The preparation and research amounts are hypothetical, not provider quotes.

8 Stay involved during your auction

Read the draft listing carefully before approving it. Double-check the VIN, dates, component descriptions, included items, and known issues. Confirm that the ownership and location are described correctly and that someone can show the car. It's much easier to fix a mistake before bidders begin relying on it.

Check in every day and plan to be available near the close. Answer questions as soon as you reasonably can. If you need to check something, say so and follow up. When someone asks for a photograph, provide it rather than simply repeating that the part is correct. If you discover an error, work with BaT to correct it promptly.

Give a direct answer and show the supporting information. For example: “I’ve added a close-up of the transmission marking. I haven’t had it authenticated, so I’m not claiming it’s the factory-installed transmission.” A straightforward answer like that is more reassuring than a confident guess.

Try not to take questions personally. Collectors often care about small details, especially when those details affect value. If someone points out a possible inconsistency, ask your specialist to look at it and share the findings. Keep the conversation focused on the car, and report abusive comments through the platform.

Think beyond this auction

Assume the listing and comments will remain part of the car’s online history. A future buyer may search the VIN and read this auction years from now. That’s another reason to get the description right and address concerns openly, even if the car doesn’t sell this time.

If the reserve isn’t met, take an honest look at why. Was the price too high? Did buyers ask questions that never got answered? Were the photographs or records incomplete? Address those issues before trying again. If you discuss a sale with the high bidder afterward, use BaT’s official process and confirm the applicable terms. [9]

Buying Your Corvette on Bring a Trailer

9 Decide what you want before you shop

Before getting caught up in an auction, write down what you want from the car. Will you drive it regularly, show it, preserve it, or work toward judging? Decide on the generation, body style, transmission, acceptable modifications, and total budget. A nice weekend driver and a rare-option show car call for different levels of research.

Know where you're willing to compromise. A replacement carburetor may be fine for a driver. An unverified engine claim may be a deal breaker if you're buying for originality. Decide those things early so attractive photographs don't lead you into paying for something the seller hasn't established.

Have funds ready before bidding

If financing is needed, investigate Collector Car Lending and J.J. BEST BANC & CO. or other suitable lenders before the auction. These are starting points, not endorsements or rate quotes. Obtain approval for the particular vehicle and transaction, not just a general estimate. [10]

Ask about the down payment, APR, term, total interest, vehicle restrictions, and funding timeline. Make sure the lender can handle this particular car and a private-party auction purchase. Prequalification may still require more approval. Keep enough cash available for fees, taxes, shipping, and the first round of maintenance.

Work out your total budget

The winning bid is only part of what you'll spend. Add the BaT fee, applicable taxes, title and registration, inspection, authentication, shipping, insurance, and immediate maintenance. Get actual estimates where you can. A car across the country can cost more to bring home than a higher-priced one nearby.

Illustrative calculation: with an $85,000 total budget, $5,000 reserved for transport, registration, inspection, and immediate work, and an assumed 6% tax on the bid, a 5% uncapped buyer's fee gives a maximum bid of approximately **$72,072**: ($85,000 − $5,000) ÷ 1.11. This is arithmetic, not tax advice. Fee caps, taxable fees, local rules, and omitted expenses change the result. Round down and retain a contingency.

10 Do your homework before bidding

Read the whole listing, including captions, reports, and comments. Search the VIN for earlier advertisements and auctions. Compare the descriptions, mileage, photographs, and statements about originality. If something changed, ask why. Keep copies of the information that influenced your decision.

Ask early. The seller needs time to take photographs, and your inspector or authenticator needs time to review them. Use public comments for questions that other bidders would benefit from, and contact the seller privately to arrange access or review sensitive records. Be specific: ask for a clear engine-pad close-up, its location, and the block casting number and date rather than simply asking whether the engine is original.

What to ask the seller

- Confirm title status, the seller's right to sell the car, lien status, and consistency of VIN across the car and records through an appropriate private process.
- Request the list of parts and numbers, missing casting numbers and date codes, and full written report rather than the certificate cover alone.
- Ask which major components were replaced, rebuilt, restamped, refinished, or modified and what supports the seller's statements.
- Request photographs of the original documents, validation letters, ownership history, restoration photographs, recent receipts, and judging sheets.
- Ask about cold and hot operation, overheating, oil pressure, braking, steering, shifting, leaks, and electrical equipment.
- Ask what is included, what does not work, what the seller would repair next, and whether independent inspection is permitted.

Hire an inspector who knows Corvettes and agree on what they'll check. On an older Corvette, pay close attention to the birdcage where applicable, frame, corrosion, repairs, bodywork, drivetrain, and safety systems. Ask for photographs and written findings, including anything they couldn't inspect.

For a newer Corvette, use a specialist who knows that generation. Ask for appropriate diagnostic checks and service records. Discuss modifications, tuning, and any evidence of track use. Confirm warranty or service-program eligibility with the provider rather than relying on the listing.

Check the details that affect the price

If factory originality is a big part of the price, have the claims checked. You can commission your own review or ask a qualified specialist to assess the seller's report. Corvette Validation Services is one option for 1963–1972 Corvettes. Find out whether the available photographs are sufficient and whether an in-person inspection would help. [5]

If an important question remains unanswered, decide whether you can accept the risk and adjust your price accordingly. It's also fine to pass. Missing information doesn't automatically mean something is wrong, but you don't have to spend your money finding out. There will be another car.

11 Bid with a plan

Write down your maximum bid before the closing session. Have your research and funding finished, and check that your account and card are ready. Use a reliable connection and give yourself time to deal with technical problems. Waiting until the last second adds risk without helping you understand the car.

Remember the two-minute reset. A late bid gives other bidders another chance to respond, so the auction may run well past its scheduled ending time. Watch the actual timer and your confirmed bids, and keep your maximum in front of you. [4]

It's easy to think another bidder must know something you don't. They may simply have a bigger budget or want the car for different reasons. Stick to the price you decided on while you had time to think clearly.

If you don't win, save the result as another useful comparison. If you're the high bidder and the reserve wasn't met, follow BaT's current process for any further discussion. Confirm the terms before sending money. [9]

12 Handle payment and title transfer

After winning, use the contact information provided through the official auction process to reach the seller. Confirm the VIN, price, included items, payment timeline, title arrangements, pickup deadline, and when responsibility for the car passes to you. If BaT Verified Checkout is available, review how it works and which parts of the sale it handles. [9]

If you're handling payment directly, agree on the steps with the seller and any lender involved. Verify wire instructions through a trusted contact method. If bank details suddenly change, stop and check them independently. Sellers should confirm cleared funds with their bank; a payment screenshot isn't enough.

Use a bill of sale that identifies both parties, the VIN, price, date, included items, and agreed terms. Check the title, lien-release, odometer, notarization, tax, and registration requirements with the relevant state motor-vehicle office. International buyers should understand the export and import requirements before bidding.

Before the car leaves, the seller should confirm cleared funds and complete the agreed title-transfer steps. The buyer should know who has authority to sell and how the title will reach them. Both sides should keep copies of the signed paperwork and handover records.

13 Arrange insurance before pickup

Talk with an insurer before the auction so you can put coverage in place promptly if you win. Confirm exactly when it needs to begin and how the car is covered during pickup and transport. Don't assume your regular auto policy or the transporter's policy covers every situation.

Ask about **agreed value** coverage. You and the insurer agree on the insured value before a loss, subject to the policy's terms. Stated value sounds similar, but it can allow the insurer to pay a lower actual cash value. Make sure you understand which one you're buying. [11]

Get quotes from NCM Insurance, Hagerty, and Grundy using the same value, deductible, drivers, storage, and planned use. NCM offers agreed value collector coverage, with different treatment for some cars under restoration. Prices vary by owner and car, so compare the coverage as well as the premium. [12]

Think about what it would cost to replace the car with a comparable example. Use recent sales, photographs, and your records to support that value. Ask about deductibles, taxes and fees, salvage, repair-shop choice, spare parts, transit, and usage restrictions. Review the insured value again when the market changes or you make significant improvements.

14 Choose a transporter and document the trip

Compare BaT's available shipping options with independent quotes. Find out whether you're speaking with the carrier that will move the car or a broker arranging the trip. FMCSA provides advice and research tools for checking transport businesses. Know who you're hiring and who will actually show up. [13]

For a valuable Corvette, consider enclosed transport. Ask how the car will be loaded and secured, whether the equipment can handle its ground clearance, and whether the driver has experience with similar cars. Find out if the car will change trucks or be stored along the way, and get clear pickup and delivery estimates.

Get the carrier's legal name, applicable USDOT or MC number, and insurance details. Check its authority through FMCSA and the SAFER company snapshot. Then verify cargo coverage with the insurer or agent, including limits, deductibles, dates, and exclusions. An active authority record or liability policy alone doesn't tell you whether your Corvette is adequately covered. Ask your own insurer about transit coverage too. [13]

Before the car is loaded

Ask the seller to take dated photographs from every angle before pickup, including the odometer, wheels, glass, interior, and any existing damage. Record the fuel level and film loading if possible. Review and sign the condition report that accompanies the bill of lading, and keep a copy.

Make a list of the keys, tools, documents, tops, and loose parts that come with the car. Agree on what should be shipped separately and check coverage for anything traveling inside it. Give the driver any special starting instructions, battery-cutoff information, and clearance warnings. A video is helpful, but you still need the written condition report.

When the car arrives

Inspect the car at delivery before signing a receipt that says everything arrived in good condition. Compare it with the pickup photographs and note any damage or missing items on the paperwork. Take photographs and notify the carrier and insurer promptly. Ask about claim deadlines. If you can't inspect safely, document the problem and get written instructions on how to proceed.

Once it's home, have the car checked before taking it on a long drive, especially if it has spent time in storage. Check tires, fluids, brakes, battery, wheel security, and any issues noted before purchase. Give yourself a chance to learn the car close to home.

15 Join the community and understand judging

Once your Corvette is home, enjoy being part of the community. Join CorvetteForum, meet your local club, and look into NCRS. Share photographs, ask questions, and get to know people who enjoy the same cars. A local chapter is often a great place to find practical help and learn about judging.

If judging interests you, explore NCRS, Bloomington Gold, and MCACN. Their programs serve different goals, so read the requirements and talk with owners who have participated. Before changing original finishes or replacing parts for points, understand how that decision fits your plans for the car.

NCRS Top Flight requires a score of 94% or higher under its judging system, which includes specific scoring provisions. Ask for the judging sheets and date, and find out what has changed since the award. The paperwork helps explain the car's history, but you still need to look at its condition today. [14]

For MCACN Triple Diamond consideration, requirements include NCRS Top Flight or a 4- or 5-Star Bowtie award, together with Bloomington Gold Certification or Bloomington Gold Survivor certification. MCACN lists a judging

score of 950 or higher for the award. Contact the organizers for approval before entering and the current entry requirements. [15]

If awards are part of what you're paying for, verify them. NCRS offers Award Confirmation, and Bloomington Gold offers an award-verification service. Look for records tied to the VIN and ask for the judging paperwork, rather than relying only on older photographs of judging sheets. [6][16]

Judging is a good way to meet other enthusiasts and learn what you can improve or preserve. A documented award history can support your car's value and help future buyers better understand the quality of the Corvette they're considering.

16 Checklists to keep you on track

Before you list

☐ The title and VIN match, and I have the authority to sell the car.

☐ I've had the car checked and listed its known issues.

☐ The car is clean, honestly photographed, and safely available for inspection.

☐ I have clear, labeled photos of the important numbers.

☐ My description of originality matches what the reports actually confirmed.

☐ I have listed reproduction paperwork and replacement parts.

☐ I have the relevant NCRS records, or I've explained what is still pending.

☐ I have organized receipts, history, awards, and included property.

☐ I have reviewed comparable completed sales and can accept the reserve.

☐ I have checked the listing draft and can respond throughout the auction.

☐ I have a payment, title, insurance, and handover plan.

Before you bid

☐ This car fits my plans, originality requirements, and garage space.

☐ I have reviewed all listing material and the complete comment thread.

☐ I know who owns the car, whether there is a lien, and how the title will transfer.

☐ I have checked earlier listings for this VIN and asked about any differences.

☐ A qualified inspector has checked the car and explained anything they couldn't inspect.

☐ The records and inspections support the price I am willing to pay.

☐ My funds are ready, including the buyer's fee.

☐ I have calculated total cost, contingency, and a firm maximum bid.

☐ Insurance and transport arrangements are ready to activate.

☐ I'm ready to complete the purchase if I win.

Keep your listing statements clear

Before approving your listing, check each important statement against your records. What are you saying? Which photograph or document supports it? Who reviewed it, and when? What couldn't they confirm? Then make sure the wording matches the findings. Do this for the engine, paint, trim, rare options, mileage, ownership, and awards.

Keep track of your questions

Keep a simple list of your questions, the seller's answers, and the photographs or reports you received. Note anything that still needs checking. Before bidding, decide which questions are settled, which risks you can accept, and which ones mean you should move on.

When to pause

If you're selling, wait until ownership, important statements about originality, photographs, and your reserve are sorted out. If you're buying, don't bid until the title, funding, and questions that matter to you are resolved. A little patience before the auction can save a lot of frustration afterward.

Enjoy the Car and Buy or Sell with Confidence

The best auction experience starts with knowing the car and doing the work before bidding begins. As a seller, good photographs, clear records, and honest answers help buyers feel comfortable with your Corvette. As a buyer, a careful inspection, a review of originality, and a realistic budget help you choose a car you can enjoy without unwelcome surprises.

Take your time, ask questions, and get help with the details you're unsure about. If you're buying or selling a 1963 –1972 Corvette, Corvette Validation Services can help you evaluate the engine stamping, VIN and trim tags, and factory paperwork before you commit. Once the sale is complete, get involved in the Corvette community and enjoy driving a piece of Corvette history.

17 Sources and resource directory

This guide is published by Corvette Validation Services, which offers the paid authentication services mentioned throughout. It is independent of Bring a Trailer, NCRS, Bloomington Gold, and MCACN. You'll find links to the original sources at the end. Check those pages for current fees and requirements before you list or bid.

The links below were checked for the November 2026 edition. They're here so you can read the details yourself and find current prices and requirements. The advice, examples, and worksheets in this guide are original. Dollar examples are illustrations, not quotes.

1. Bring a Trailer About — platform audience and marketplace description; figures are not Corvette-specific.

2. Bring a Trailer How It Works — submission, typical duration, current prices, reserve process, and fee structure.

3. BaT Chevrolet Corvette auctions and results — research comparable listings and completed results.

4. BaT Bidding on Bring a Trailer — registration, buyer-fee hold, and two-minute anti-sniping process.

5. Corvette Validation Services — provider-described authentication scope and process; commercial relationship disclosed in the introduction.

6. NCRS Historic Document Services — eligibility, prices, shipping data, document validation, award confirmation, and gaps in the available records.

7. Hagerty Valuation Tools — additional valuation research.

8. CLASSIC.COM explanation of CMB — benchmark methodology and difference from an average price.

9. BaT FAQ and Terms of Use — current transaction, reserve-not-met, checkout, and participation terms. Consult the terms applicable to your transaction and location.

10. J.J. BEST BANC & CO. and Collector Car Lending — lending resources; obtain current written terms directly.

11. Hagerty explanation of agreed and stated value — coverage distinctions; the actual policy controls.

12. NCM Insurance — provider-described collector coverage and agreed value approach. Also compare Grundy and Hagerty.

13. FMCSA automobile transporter advisory and insurance filing requirements — carrier and broker research and differences in insurance requirements.

14. NCRS Judging Awards — Top Flight threshold and scoring provisions.

15. MCACN Triple Diamond — stated prerequisite awards, score, and approval before entering contact.

16. Bloomington Gold — judging and award-verification resources.

Need help evaluating a 1963–1972 Corvette? Contact Corvette Validation Services before listing or bidding to discuss engine stampings, VIN and trim tags, factory paperwork, and the appropriate scope of review. Provide the VIN, model year, auction URL if available, your deadline, and the specific claim you need assessed.

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