

1970 Chevrolet Corvette

2dr Coupe • 8-cyl. 350cid/350hp 4bbl L46

#1 Concours condition

\$76,600

↗ +25.2%

#2 Excellent condition

\$54,300

↗ +14.3%

#3 Good condition

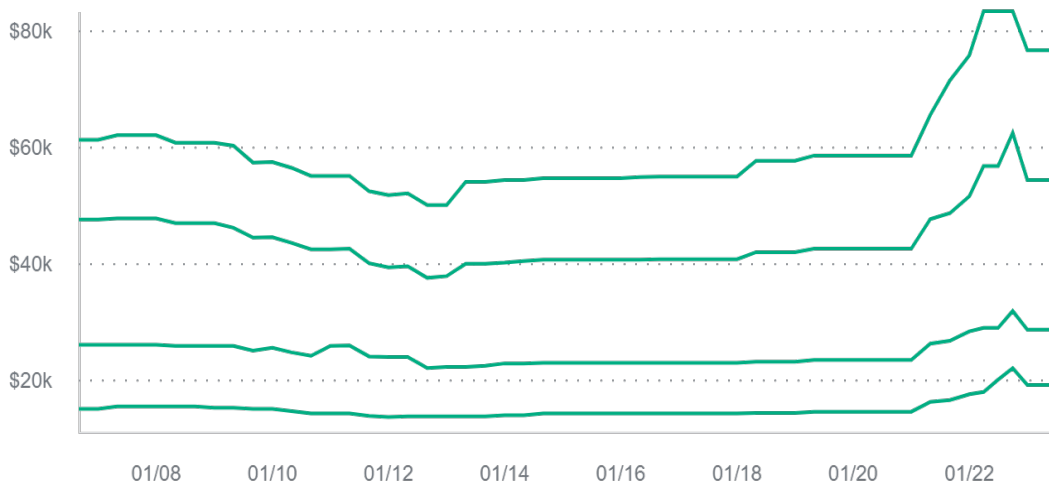
\$28,600*

↗ +10%

#4 Fair condition

\$19,100

↗ +27.3%



Value adjustments

+\$1,800 for close ratio 4-spd.	-8% for auto trans.	+\$200 for pwr wndws.	+\$2,000 for a/c.	+\$1,850 for hard top.
+\$900 for custom interior (leather).	+\$2,500 for pwr strg.	+\$1,500 for tilt/tele strng whl.		

Model description

Chevrolet Corvette sales dropped for 1970, down more than 50 percent from 1969 when the run was extended. Sales were 17,316 compared to 38,762 the year before. Of these, 10,668 were coupes and 6,648 were convertibles. The most significant change was the introduction of the 454 cid big-block Chevy V-8, up from the previous 427 version.

There were originally two big-block versions planned: the 370 bhp LS5 and a ground-pounding 460 bhp LS7. Only the LS5 made it to production, but Sports Car Graphic editor Paul Van Valkenburgh did get to test the LS7 - driving it 2,500 miles from Riverside Raceway in California to Detroit. The LS7 had solid lifters, a hot cam and Holley double-pumper carburetor. He found it lived up to its advance publicity with a quarter miles in 13.8 seconds at 108 mph.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

As for production '70 Corvettes, the base engine remained the 300 bhp 350 cubic-inch small-block, and the convertible cost \$4,849, the coupe \$5,192. A 350 bhp upgrade was available for \$158, but the LT1 package for an extra \$447.60 added all the LS7 tweaks to a small-block package. Corvette LT1 buyers got 11:1 compression, solid lifters, hot cam, and Holley carburetor. The result brought power up to 370 bhp. A ZR1 package combined the LT1 engine with the M22 close-ratio 4-speed, aluminum radiator, transistor ignition and heavy duty suspension. Creature comforts like air conditioning, power steering, stereo and power windows were not available for the ZR1 Corvette.

Eleven colors were offered in 1970, though again the numbers breakdown was not available. The colors included Classic White, Monza Red, Mulsanne Blue, Donnybrooke Green, Daytona Yellow, Bridgehampton Blue, Marlboro Maroon, Cortex Silver, Ontario Orange and Laguna Gray. Corvette Bronze replaced Riverside Gold and Tuxedo Black was omitted. Black would not return until the 1977 Corvette.

Detail improvements included fender flares to reduce damage from road debris, egg-crate grille and horizontal egg-crate side louvers in the front fenders. Positraction and a wide-ratio 4-speed gearbox were now included in the base price. Interiors were redesigned with seats that created more headroom and better access behind them. A new deluxe interior option included leather and woodgrain on the dash and console.

Body styles

2dr Convertible 2dr Coupe

Engine types

8-cyl. 350cid/300hp 4bbl 8-cyl. 350cid/350hp 4bbl L46 8-cyl. 350cid/370hp 4bbl LT1 8-cyl. 454cid/390hp 4bbl LS5

1968-1982 Chevrolet Corvette stats

Highest sale	Most recent sale	Sales
\$3,140,000	\$27,000	7359

Equipment

Standard Equipment

4-Speed Manual Transmission
 Bucket Seats
 Disc Brakes
 Heater/Defroster
 Seat Belts
 Tachometer

Optional Equipment

AM/FM
 Air Conditioning
 Automatic Transmission
 Auxiliary Hard Top
 Leather
 Power Brakes
 Power Steering
 Power Windows
 Telescopic Steering Column
 White Sidewall Tires

Additional Info

Vehicle Length: 182.5 in
 Wheelbase - Inches: 98 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle 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.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.