

1972 Chevrolet Monte Carlo

2dr Coupe • 8-cyl. 350cid/165hp 2bbl

#1 Concours condition

\$36,400

↗ +116.7%

#2 Excellent condition

\$27,800

↗ +102.9%

#3 Good condition

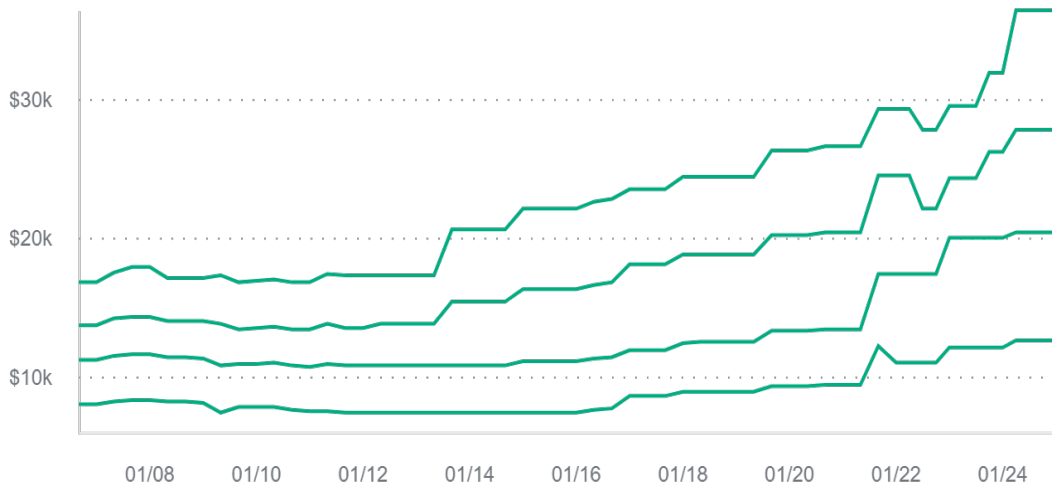
\$20,400*

↗ +82.1%

#4 Fair condition

\$12,600

↗ +57.5%



Value adjustments

+\$3,000
for factory hard top.

Model description

The Monte Carlo was originally conceived as Chevrolet's counterpart to the new "G-body" Pontiac Grand Prix, which was a great success in 1969. Pete Estes and Dave Holls raided the GM parts bin; much of the body and structure came from the Chevelle, but the styling of the contemporary Cadillac Eldorado also showed through with a long hood, wider C-pillars and muscular fender bulges in the rear. Despite a labor strike in Flint during the early months of 1970, GM cranked out more than 159,000 Monte Carlos, most with the familiar 350 small block V-8 mated to a column-mounted three-speed Synchro-Mesh transmission.

The "SS 454" was the top-of-the-line performance package available, although they accounted for less than 3 percent of the Monte Carlo's production that year. 1971 saw only modest styling upgrades. Changes included new interior knob symbols, a four-spoke steering wheel, and a new "stand-up" hood ornament. 1971 was also the year that Chevrolet began rating horsepower by both gross and net, and lowered compression ratios to allow the use of unleaded fuel across the board. This occurred as both Ford and Chrysler ended their factory-backed NASCAR teams, so the long-wheelbase Monte Carlo (116 inch) suddenly became racers' choice for the new independent NASCAR racing teams.

*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.

In 1972, the Monte Carlo received an "egg crate" grille-styling similar to the Caprice, and additional rear trim molding. 1972 was also the final year for the 1st generation design, and the last year of the SS option package. Variable-ratio power steering became standard equipment, and the four-speed manual transmission option was deleted. The Monte Carlo was moving away from a performance car and into the personal luxury vehicle market.

Body styles

2dr Coupe

Engine types

8-cyl. 350cid/165hp 2bbl

8-cyl. 350cid/175hp 4bbl L48

8-cyl. 402cid/240hp 4bbl LS3

8-cyl. 454cid/270hp 4bbl LS5

1970-1972 Chevrolet Monte Carlo stats

Highest sale

\$100,100

Lowest sale

\$1,281

Most recent sale

\$26,400

Sales

375

Equipment

Additional Info

Shipping Weight: 3506 lbs

Vehicle Length: 207 in

Wheelbase - Inches: 116 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.

#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.

#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.

#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.