

1972 Pontiac LeMans

2dr Coupe · 6-cyl. 250cid/110hp 1bbl

#1 Concours condition

\$20,200

0%

#2 Excellent condition

\$14,800

0%

#3 Good condition

\$8,000*

0%

#4 Fair condition

\$3,700

0%



NOTE: The chart displays price changes for the last year.

Value adjustments

+10%
for factory a/c

-10%
for auto transmission

Model description

The GM A-bodied cars grew and got heavier too from 1968. The LeMans and downscale Tempest versions retained the OHC sixes and optional Pontiac V-8's, which were now bored out to a GM-marketing standard 350 cubic inches. Yes, each division's 350 cubic inch engine were their own in this era, and no parts interchanged. The top V-8 for the LeMans was a 320-hp version of Pontiac's 350, except for station wagons. Nobody at Pontiac apparently realized the potential of having a near-GTO performance wagon for families.

Pontiac certainly covered all the other bases for performance in this era of straight line speed, though. By 1970, even the Tempest and LeMans could be had with Pontiac's 400 cubic inch V-8's with up to a 345 hp. Speed was king, and Pontiac was often on the top of the hill knocking off all comers. By 1971, a 455 cubic inch with 335 hp was optional, and the GTO was once again demoted to option status. Emissions equipment and lowered compression ratios started to take a toll on the engine power of all manufacturers, and insurance companies looking at huge losses incurred by youthful drivers in nearly 400 hp cars started to claw back losses by penalizing those most likely to have accidents with onerous rate increases.

By 1972, the huge 455 Pontiac V-8 could produce no more than 300 hp and the muscle car era was all but dead. In fact, Pontiac even dropped their OHC sixes and simply used Chevrolet OHV sixes for those few customers who wanted a six in their LeMans. Any of the LeMans cars from this era are highly collectible, whether or not they are cloned GTO's.

Body styles

2dr Coupe

Engine types

6-cyl. 250cid/110hp 1bbl

1968-1972 Pontiac LeMans stats

Highest sale	Lowest sale	Most recent sale	Sales
\$108,000	\$3,575	\$25,725	236

Equipment

Additional Info

Wheelbase - Inches: 112,116 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.

*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.