

## **Corvette Model Year Production "Fun Facts"** (revised 03/11/02)

### **1953**

The first full-scale Corvette concept was displayed as a "dream car" at GM's Motorama in New York's Waldorf Astoria Hotel in January

*The first generation of Corvettes spanned model years 1953-1962.*

### **1953**

Six months after the GM Motorama debut, the first production Corvette rolled off the assembly line in Flint, Michigan, on June 30.

Fiberglass was chosen over steel for the Corvette's body material for two reasons: tooling was easier to create and it allowed designers more freedom to create rounded shapes.

All 300 Corvettes produced for were created equal: Polo White with red interior.

Only two options were available on the Corvette: a heater and an AM radio (with the antenna sandwiched into the fiberglass trunk lid).

Corvette production moved from Flint, Michigan, to St. Louis, Missouri, in December, 1953.

### **1954**

Three new exterior colors (Blue, Red and Black) and a new interior color (Beige) are offered.

### **1955**

The small-block V8 displacing 265 cubic inches is introduced, and a three-speed manual transmission becomes available.

### **1956**

Roll-up windows are introduced when Corvette's styling was revised.

### **1957**

Corvettes equipped with fuel injection were available with an optional steering column-mounted tachometer.

### **1958**

Dual headlamps with separate high- and low-beams appear for the first time on Corvette.

### **1959**

The T-handle shifter debut on Corvette, as does a storage bin under the passenger-side grab handle.

### **1960**

An aluminum radiator is available on Corvettes for the first time, but limited to high-lift cam engines.

### **1961**

This marks the first time a four round taillamp design is used on Corvette.

### **1962**

Corvette's last year with exposed headlamps, a solid rear axle and a trunk opening.

*The second generation of Corvettes ran from model years 1963 through 1967.*

### **1963**

Corvette receives a total restyle based on Bill Mitchell's 1959 Sting Ray race car.

### **1964**

The split-window design of was eliminated on the Coupe because it "intruded into the driver's rearward vision."

### **1965**

Corvette's first year for four-wheel disc brakes and the last year for conventional fuel injection.

**1966**

Factory-installed driver/passenger headrests debut as Corvette optional equipment.

**1967**

Standard features of the Sting Ray included an energy-absorbing steering column, four-way hazard warning flashers and a dual master cylinder brake system.

*The third generation of Corvettes ran from 1968 through 1982 model years.*

**1968**

The totally restyled Corvette features an industry first for production cars - "T-top" removable roof panels.

**1969**

The 250,000th Corvette - a gold Convertible - comes off the St. Louis production line on Nov. 19, 1969.

**1970**

The ZR-1 optional factory-installed racing package is offered on Corvette for the first time.

**1971**

All Corvette engines in are now designed to run on unleaded fuel.

**1972**

The last model year that Corvette Coupes offered a removable rear window.

**1973**

Corvettes use a new body-colored front bumper and steel side-beam passenger protection.

**1974**

Corvette's first year with one-piece lap-and-shoulder safety belts; it was also the last year of the 454 cubic inch V8.

**1975**

The last model year for a Corvette Convertible until its return in 1986.

**1976**

An over-the-radiator, carburetor air induction system is a new standard feature.

**1977**

The 500,000th Corvette - a white Coupe with red interior - is produced in St. Louis on March 15, 1977.

**1978**

The new "fastback" bodystyle marks Corvette's 25th year of production.

**1979**

An AM/FM radio becomes a standard feature on all Corvettes.

**1980**

Styling changes include a new low-profile hood and a rear bumper cover with integral spoiler.

**1981**

A fiberglass-reinforced, monoleaf rear spring becomes standard on all Corvettes.

**1982**

Corvette assembly moves to the new Bowling Green, Kentucky, plant on June 1, 1981, and assembly of the '82 models features the new hatchback design.

**1983**

No '83 model is offered for sale to the public. However, 43 units with engineering designations of "1983" models are built as pre-production

prototypes of the upcoming all-new 1984 model.

***The fourth generation of Corvette covers model years 1984 through 1996.***

**1984**

The all-new Corvette has a drag coefficient (Cd) of 0.34 ... that's a 24 percent aerodynamic improvement over its predecessor.

The 750,000th Corvette (a 1984 model) is produced at Bowling Green on October 26, 1983.

**1985**

Big news for Corvette is the addition of tuned-port injection on the 230-horsepower 5.7-liter V8.

**1986**

A convertible model returns to the Corvette line in (after a 10-year absence) and serves as the Indy 500 pace car.

**1987**

A new Z-52 suspension option is available for all-around ride and handling improvements.

**1988**

The last Corvette model year for the Doug Nash 4+3 speed manual transmission.

**1989**

A new Corvette option is a Selective Ride Control System offering driver selection of three modes - Touring, Sport and Competition.

**1990**

The Corvette ZR-1 debuts and a driver's-side air bag becomes a standard feature.

**1991**

The first major restyle since 1984 adds ZR-1-type exterior appointments to the Coupe and Convertible.

**1992**

Performance of the new 300-horsepower 5.7-liter V8 engine is so impressive that it's given the legendary LT1 designation.

**1993**

The one-millionth Corvette - a white convertible with red interior, matching the first Corvette - rolls off the Bowling Green assembly line on July 2, 1992.

A special 40th Anniversary Edition featuring 'Ruby Red' exterior paint is offered on Coupes and Convertibles.

**1994**

New standard features include a passenger's-side air bag and introduction of Sequential Fuel Injection.

**1995**

The final year of ZR-1 production; also the third time that a Corvette paces the Indy 500.

**1996**

Two unique Corvette models become available - a 'Collector Edition' and a 'Grand Sport.'

***The fifth generation of Corvette begins with the 1997 model year.***

**1997**

The all-new Corvette features numerous technological advances, including hydroformed side frame rails produced from a single piece of tubular steel.

**1998**

For the first time since '62, a separate trunk with outside access returned on the Corvette Convertible.

**1999**

A Hardtop model, with permanently-fixed roof panel and external trunk lid, joins the Corvette family.

**2000**

Deemed unnecessary by the standard Active Keyless Entry system, the passenger's-side key cylinder lock is eliminated.

**2001**

The Z06 is introduced with a 385-horsepower LS6 V8 and quickly earns the distinction as "simply the quickest, best handling production Corvette ever."

**2002**

Z06 performance reaches another plateau with the infusion of another 20 horsepower - for a total output of 405 horsepower.

**2003** As a tribute to a half century of Corvette production, a 50th Anniversary Edition is introduced as an option for Coupe and Convertible models.