

1970

Again, little was dramatically change Fender swells or to cut down on debris, a problem models. The grill horizontal bars into an eggcrate pattern which was also carried over to new fender louvers which replaced the four vertical slots found in the two preceding years. Front parking lights were rectangular rather than round and the dual exhaust outlets were also squared off.



added to Corvette's styling. flares were added wheel-throw with the 1968-69 evolved from

Interiors experienced subtle refinements such as redesigned seats for more headroom and easier access was provided to the rear storage compartment. Other luxury appointments included custom interiors with leather seat trim; wood-grain accents and lower carpet trim on interior door panels; wood-grain accents on the console, and special cut-pile carpeting.

The original high-performance LT1 engine was introduced, a small block, 350ci displacement power plant with new solid lifters capable of 370 horsepower. Big block displacement grew to 454ci, rated at 390hp in the LS5 model.

Production dropped to 17,316 units, thanks in part to strike-induced late production start-up. Cost of the basic coupe climbed to \$5,192 and the convertible retailed for \$4,849.

On the track, Corvettes captured SCCA A and B Production races for the second consecutive year.