

1978

The Corvette, and still premier reached its silver year marked a celebrations, not Corvette being car for that year's race.



America's first sports car, anniversary. The number of special least of which was declared the pace Indianapolis 500

Chevrolet offered two commemorative packages -- a special silver anniversary paint scheme and replica models of the Indy pace car selling for an unprecedented \$13,653. The basic sports coupe retailed for \$9,352, the last time the car would sell for under \$10,000.

For its part, GM introduced the most extensively redesigned unit since 1968, the beginning of the "Shark" era. A new "fastback" rear end, a look that would last five years, featured a large rear window that also allowed for considerably more luggage storage.

The interior featured a speedometer and tachometer presented in a squared-off, vertical mode; a larger 24-gallon gas tank; a reworked anti-theft system that included the T-tops, and inner door panels that offered screw-in arm rests instead of the molded-in style prevalent since 1965.

Power ratings remained about the same with the basic 350ci block providing 175, 185 or 220hp depending on carburetor.

The 25th Anniversary logos on the front hood and rear deck were an exclusive feature and wider 60-series tires required fender trimming and rework at the factory to allow necessary clearances.

The Silver Anniversary paint option consisted of two-tone silver shades -- lighter in the upper surface and darker on the lower portion of the body, both divided by a silver stripe. Sport mirrors and aluminum wheels rounded out the effect.

The Pace Car limited edition featured front and rear spoilers and a black over silver-metallic paint with a red pinstripe separating them.

A total of 46,776 units were sold -- 6,502 of them being the special limited Pace Car edition.