

## 1981

As the year began, slated to be built in a new facility in Kentucky. The first unit rolled off the line Louisville manufacture August.



Corvettes were both St. Louis and Bowling Green, Kentucky-built in June while St. was phased out in

Conversion of the painting process was being overhauled. St. Louis-built units were mostly solid colors using traditional lacquers. Bowling Green, on the other hand, built two-tone units using a new enamel-type paint with clearcoat finishes.

There were no engine options offered in 1981 since the 350ci block was certified for sale in California and was available throughout the United States with both four-speed manual and automatic transmissions.

Chevrolet's "computer command control," used on California-sold units, became standard equipment on all models. The system automatically adjusted engine timing and air-fuel mixture.

Weight reduction remained a key design factor. For Corvettes with automatic transmissions and standard suspensions, a fiberglass-reinforced, monoleaf rear spring was introduced. Weighing only eight pounds, it replaced a 44-pound steel spring assembly. And, all 1981 valve covers were magnesium for even greater weight savings.

A six-way, power adjustable seat on the driver's side became available for the first time, but not for the passenger, and the anti-theft alarm system was improved through the addition of an ignition interrupt to prevent engine start-up.

Production levels remained about the same during the manufacturing phaseover to Bowling Green. Of the total 40,606 units built, 8,995 came from the Kentucky facility.