

1982

The Corvette's third to a close. The last sexy "Sharks" or introduced in 1968 chassis design that incorporated several would become Corvettes developed and built in the years ahead.



era was drawing of the innovative, "Makos" that were and the classic debuted in 1963, features that synonymous with

For example, power and fuel economy were further improved in 1982 through "cross fire injection;" two injectors mated to the "Computer Command Control" system that optimized driveability and performance through more precise fuel monitoring. The computer was capable of making 80 adjustments per second, compared with ten the year before. A new fuel metering system included a positive fuel cutoff to prevent engine run on or dieseling. Hoods had solenoid-operated doors to direct fresh air directly to the air filter during full throttle operation.

The exhaust system was redesigned with smaller and lighter catalytic converters. Exhaust pipes entering the converter were reworked to allow hotter exhaust gases to boost efficiency. But, for the first time since 1955, a standard transmission was not available.

To mark the phasing out of the Shark series, a special "Collector Edition" was offered. 6,759 of the year's total production of 25,407 units were awarded Collector status. In addition to a higher level of options available, the limited series had a lifting rear hatchback window; special wheels similar to the 1967 bolt-ons; unique silver-beige paint; a silver-beige leather interior; special emblems, and, it was the first Corvette selling in excess of \$20,000 - \$22,537.59 to be exact.

As the third generation of Corvette drew to a close, the American motoring public couldn't help but wonder what exciting new surprises were in store.