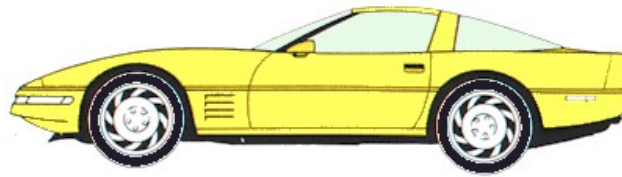


1991

With the success of all 1991 Corvettes many of its exterior including the featuring a convex square taillights. remained integrated



the 1990 ZR-1, would adopt body innovations restyled rear fascia with four The brake light into the rear

fascia on convertibles, and stayed atop the rear window in coupes. Up front, a lower tapered nose included a wrap around package incorporating parking, fog and directional lights; four slim horizontal louvers on the front fenders in place of the two vertical ones, and wider, color-keyed side body moldings.

The 1991 ZR-1 maintained its own unique personality with improved doors and newly designed 11-inch wide rear wheels. Among the options were heavy duty suspension components so the ride could be adjusted from firm to very firm, rather than from soft to firm found in earlier systems.

Power hook-ups were provided for a cellular phone or other 12-volt devices; a power delay feature permitted the radio/ stereo and power windows to be operated for 15 minutes after the ignition was turned off or until the driver's door was opened. The AM radio's range was expanded to receive more frequencies and the "valet" switch was retained. An oil pan float was built into all models to warn of "low oil" on the cockpit instrument display.

While the SCCA's World Challenge race series continued, the factory did not build specific units for racing, thus all modifications again became an owner's responsibility. Callaway conversions also ended in 1991 with the 500th twin-turbo built that September.

Production dropped in 1991 with 14,967 coupes and 5,672 convertibles built, including 2,044 ZR-1s. Prices held fairly constant with 1990, the base coupe increased \$476 to \$32,455; the convertible increased \$1,506 to \$38,770; but the ZR-1 option sold for \$31,682, up \$4,667.