

1979 Chevrolet Corvette

2dr Coupe . 8-cyl. 350cid/195hp 4bbl

#1 Concours condition

\$33,200

▼ -2.9%

#2 Excellent condition

\$24,200

▼ -2.8%

#3 Good condition

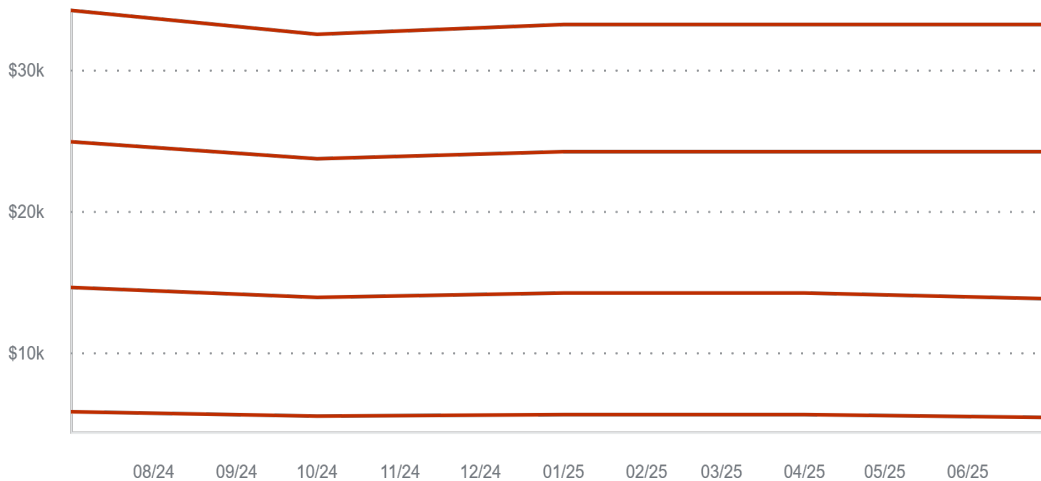
\$13,800*

▼ -5.5%

#4 Fair condition

\$5,400

▼ -6.9%



NOTE: The chart displays price changes for the last year.

Value adjustments

+\$500 for close ratio 4-spd.	+\$200 for pwr wndws.	+\$1,000 for a/c.	+\$400 for alum whls.	+\$500 for glass T-tops.
+\$500 for gymkhana suspension.	+\$750 for tilt/tele strng whl.	-8% for auto trans.		

Model description

Chevrolet Corvette production rose again in 1979 to 53,807 coupes despite rising fuel prices. The price of the base L48 model also rose again to \$10,220 with a wide-ratio M20 4-speed or a 3-speed Turbo-Hydramatic automatic transmission. Base horsepower increased slightly to 195 bhp from the 350 cubic-inch Chevy small-block V-8 engine, but 14,516 buyers spent another \$565 for the 225 bhp L82 motor. A better muffler increased horsepower due to freer flow.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The high-back seat from the 1978 Pace Car model became standard equipment and the seats were lightened due to due to plastic frames. Inertia locking kept the backs upright in sudden deceleration, while the seats could slide forward an extra inch. The front and rear spoilers from the 1978 Pace Cars also became standard fitment, decreasing drag by about by about 15 percent, good for half a mile a gallon.

1979 Corvette buyers could still get the close-ratio M21 4-speed gearbox but only 4,062 people did, even though it was a no-cost option. Only 12,321 paid \$49 for the FE7 gymkhana suspension, 6,853 paid \$265 for front and rear spoilers, 2,164 picked the \$33 heavy duty shock absorbers and 425 bought the optional higher or lower rear axle ratio for \$19.

Meanwhile, the luxury features abounded. 47,136 buyers paid \$635 for air-conditioning, 47,463 bought tilt-telescopic steering column for \$190, 48,211 fell for the style of the \$45 sport mirrors, 41,530 paid \$94 for the ZX2 convenience group of interior lights, floor mats and warning buzzers, and 41,587 shelled out \$102 for a rear-window defogger. A further 21,435 bought the AM-FM 8-track stereo for \$228 and 35,730 insisted on the \$52 power antenna. 34,445 buyers added cruise control.

Among the 10 colors, Black bounced back to the top with 10,465 takers. Classic White followed (8,629) Silver (7,331), Corvette Red (6,707) and Corvette Dark Blue (5,670). Further down the rankings were Corvette Dark Brown (4,053), Corvette Light Blue (3,203) Corvette Light Beige, Corvette Dark Green (2,426) and Corvette Yellow (2,357).

Some cars were unlucky enough to get the 85 mph speedometers designed for the 1980 models, while mirror-tint roof panels developed for the 1978 Pace Car were unexpectedly popular and 14,480 buyers spent an extra \$365 to get them.

Body styles

2dr Coupe

Engine types

8-cyl. 350cid/195hp 4bbl

8-cyl. 350cid/225hp 4bbl L82

1968-1982 Chevrolet Corvette stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
39,291	\$3,140,000	\$440	\$8,295	10,000

** Number produced is specific to this year and configuration.

Equipment

Standard Equipment

4-Speed Manual Transmission

AM/FM

Bucket Seats

Heater/Defroster

Power Four-Wheel Disc Brakes

Power Steering

Seat Belts

Tachometer

Optional Equipment

Air Conditioning

Automatic Transmission

Gymkhana Suspension

Power Windows

Speed Control

Telescopic Steering Column

White Lettered Tires

Additional Info

Shipping Weight: 3503 lbs

Vehicle Length: 185.2 in

Wheelbase - Inches: 98 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.