

1981 Chevrolet Corvette

2dr Coupe • 8-cyl. 350cid/190hp 4bbl

#1 Concours condition

\$33,800

↗ +2.4%

#2 Excellent condition

\$24,200

↗ +11%

#3 Good condition

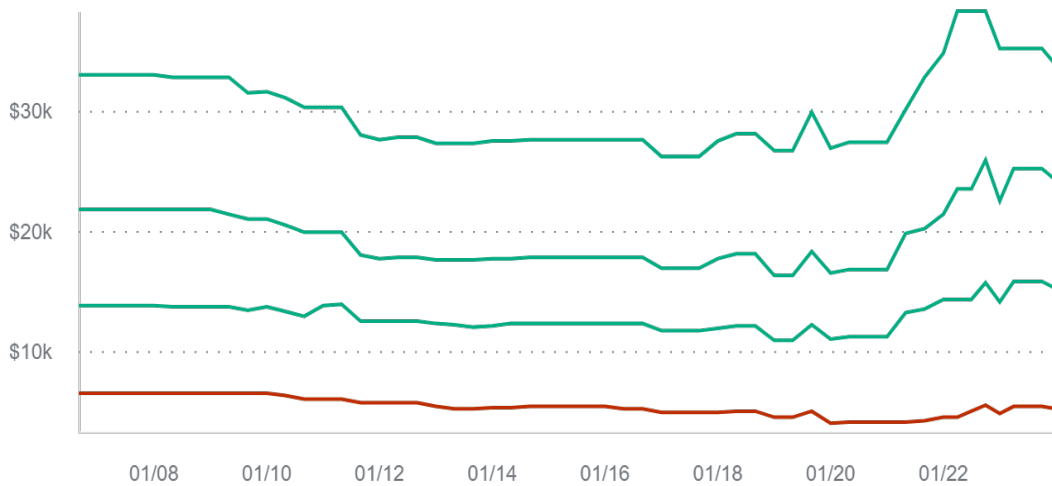
\$15,200*

↗ +10.1%

#4 Fair condition

\$5,200

↘ -20%



Value adjustments

-8%
for auto trans.

+\$500
for glass T-tops.

+\$500
for gymkhana suspension.

Model description

The 1981 Chevrolet Corvette celebrated the move from St. Louis, Missouri to Bowling Green, Kentucky, where the cars have been made ever since. Production totaled 40,606 coupes and base price rose again, to \$16,258. The last Corvette was built in St. Louis in August 1.

All cars were fitted with the base 190 bhp 350 cubic-inch engine and only 5,757 had 4-speed gearboxes. These would be the last 4-speed gearboxes available until late 1984. The tubular stainless steel manifolds introduced in California in 1980 were also carried over to all motors. A fiberglass-reinforced mono-leaf rear spring was fitted to automatic cars. It weigh eight pounds against 44 pounds for the steel springs.

Most cars were now luxury cruisers, as 36,222 had power door locks (\$145), 29,200 had power driver's seats (a new feature for \$183), 29,095 had removable glass roof panels (\$414), 36,893 had rear window defogger (\$119), 32,522 had cruise control (\$155), 36,485 had aluminum wheels (\$428), 32,903 had power antenna (\$55) and 22,892 had the AM-FM radio with cassette (\$423).

*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.

Performance options were almost extinct, but 7,803 buyers paid \$57 for the gymkhana suspension, 1,128 paid \$37 for heavy duty shocks and 5,575 took a 4-speed gearbox for no extra money. Meanwhile, 315 buyers went for radio delete and 916 bought the trailer package.

With the change in location, colors were all over the map and there were also two-tones available. Most cars were built in St. Louis. These included White (6,387), followed by Black (4,712), Red (4,310), Beige (3,842) and Charcoal Metallic (3,485), Silver Metallic (2,590), Dark Blue Metallic (2,522), Maroon Metallic (1,618), Yellow (1,031) and Bright Blue Metallic (1). Bowling Green paint jobs included Silver Metallic (93,369), Autumn Red (1,505), Charcoal Metallic (613), Dark Blue Metallic (496), Dark Bronze (432) and Dark Claret Metallic (341).

To confuse things, St Louis used mostly lacquer paints, while Bowling Green used enamel with clear top coats. Two-tone colors included Silver/Dark Blue, Silver/Charcoal, Beige/Dark Bronze, and Autumn Red/Dark Claret. The numbers of each built are not recorded.

Body styles

2dr Coupe

Engine types

8-cyl. 350cid/190hp 4bbl

1968-1982 Chevrolet Corvette stats

Number produced **	Highest sale	Most recent sale	Sales
40,606	\$3,140,000	\$28,755	8185

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

Equipment

Additional Info

Drive Type: RWD

Front Tire Size Code: 32

Front Tire Size: 15R225

Manufacturer Code: C137

Manufacturer MSRP: 15248

Market Segmentation: Luxury Sport

Shipping Weight: 3179

Wheel Base Longest - Inches: 98.0

Wheel Base Shortest - Inches: 98.0

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.