

1980er

Chevrolet Corvette C3

Caballista Convertible



Dieses ist das erste Caballista Convertible (Cabriolet), das gebaut wurde!



Dokumentation von Herrn Strube

Deutschland

1980er Corvette C3 Caballista Convertible

History

Caballista®



1977- *Dunham Coach was taking hits like everyone else, Chrysler was down, Harley-Davidson was AMF, everyone was getting beat up at the pumps, big cars were out of favor, the Super Fly era was ending, hot rods, customs and lead sleds were rusting somewhere in Ohio.*



Background

So what do you do if you're a car builder / customizer and no one is buying your talent? **Les Dunham** owner of **DUNHAM COACH MOTOR CAR CO.** says "If you don't bring your cars to me, I'll bring 'em to you." And that's just what he did. Purchasing brand new Corvettes from General Motors (1977 to 1982) for its foundation of no nonsense engineering, horsepower & handling, DUNHAM the artist, designer & builder, simply stripped away the Vette's clothing down to the underwear without touching, altering, or changing anything mechanical or electrical. Then re-introduced the Vette with a new name and a complete new identity that definitely got your attention as a hot classic sportscar called "**Caballista**." The body transphere was so slick that the "**Caballista**" was backed by GM's full factory warranty which was unheard of then, and would be next to impossible to do today.

Production started with a simple letter designation for each year or hybrid body style. "**Caballista A-Body**" was first, followed by **B,C,D,E** and **F** bodies and ending with **G body** as the last production models built in 1984. In those early days **DUNHAM COACH** built and sold 50 cars. We were well under way for continued production. Suddenly, world affairs involving Iran and the American hostages knocked out Middle East trade with Kuwait and Saudi Arabia. The U.S. domestic economy sank into a deep recession killing the market for fancy cars. GM briefly stopped building the Corvettes in 1983 and US car dealerships restructured. This left Dunham Coach carrying a lot of baggage. **Our** sales stopped rather quickly. Over time however, the country rebounded and cars have once again become a source of great pride and originality.

It's almost 20 years since the last "**Caballista**" was built. Fast forward to 2003 and we find Les Dunham dusting himself off and putting his nose back to the grindstone. Think about it, the early 80's **Corvette** and **Caballista** sports cars didn't have much competition. The only "2 seater" roadster cars were knock off neo-classics and kit cars. Now, many car companies (OEM's included) have taken to designing small roadsters. These include not just the U.S. car makers but many of the other foreign makes. In the U.S. its names like Corvette, Viper, Thunderbird, Cadillac and Prowler. And rumour has it that Pontiac may gear up later this year.

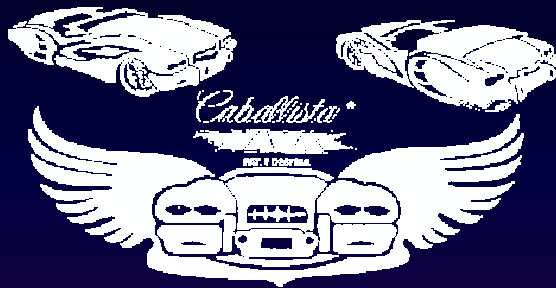
1980er Corvette C3 Caballista Convertible

History

Caballista®



A STORM IS A COMIN'



Distant drums pound out thunder with flickers of lightning. **Dunham Coach** is proud to introduce the new **Caballista 2+0** classic sports car with a new breed of signature series **Caballista's** designated as "**Hawk**" models ushered in under a 25th anniversary banner. The new "**Hawk Signature Series**" has so many "custom upgrade modifications" that allow you to accessorize your **Caballista** in your own personal flavor or expression, giving you years of individualized thrill filled enjoyment and motor touring pleasure.

Based on the platform of a C-3 Corvette, "**Caballista Hawks**" are refreshing motorized sculptures, exhibiting their own footprint of history with crisp accents of timeless style. They are bonded to the gutsy performance of Corvette, in a modern snappy retro-theme body style, so popular today with the new car manufacturers.

Are you bored (or just plain tired) of trying to keep up with the latest medallion or hood ornament? Worn out by the relentless parade of entries from the world of consumerism? Tired of the latest "new and improved" "Hi-Tech" computerized super road unit? Then stop and take a serious look at the "**Caballista Hawk**." Its simple to operate and easy to maintain. Pound for pound, dollar for dollar the **Caballista** puts the power in your hands when you drive one of these babies. It's like..... Victory.

Cost

Now, get your calculators out and compare price and serviceability. Its simple arithmetic. Starting at \$27,000.00 to \$37,000.00 turnkey packages (F.O.B. Boonton NJ) Dunham Coach gives you a lot of room to play before the competition attempts to hook you with a 2nd mortgage trailer queen. The "Caballista Hawk" is not intimidated by high price tag cars. Its presence amongst the Hi-Rollin sticker shock competitors doesn't just turn their heads; it gives 'em whiplash! You haven't lived until you've owned one. So, step up to the plate and get yourself into a "**HAWK**". Saddle up and adjust your spurs. Lock 'n Load, then check your pulse. You'll be impressed and so will everyone else. The "**Caballista Hawk**" ain't no sissy mobile or road magnet. It's the sensible image of classic elegance, mystique styling and venturous bravado built on exacting standards of automotive engineering, proven reliability, quality craftsmanship, rugged construction, longevity, easy global maintenance and service.

*The "CABALLISTA HAWK" an unbridled, mystical, adventurous road capsule,
for the free spirited time traveler ...ready and dressed to thrill
Ignite the Passion!!!!*

Les Dunham
Chief Designer & Builder of the Caballista Club Since 1971

1980er Corvette C3 Caballista Convertible

Les Dunham (* 1941) hat sich seit 1957 der Fahrzeugveredelung (Dunham Coach) verschrieben!

1973 Eine schneeweiße "COVORADO" Kreation wird in dem James Bond-Film **"Live and Let Die"** mit kleinen Spezial-Einbauten sowie seine anderen Kreationen für den in New York spielenden Teil benutzt.

Im Filmnachspan ist dann auch zu Lesen:

Exotic Cars by **DUNHAM COACH MOTOR CAR CO. , NJ**



DUNHAM COACH (201) 334-5597
Dunham Coach
"Custom Built For Your Satisfaction"
234 Division Street Boonton, New Jersey 07005

1980er Corvette C3 Caballista Convertible

1977 Ab diesem Jahr wird mit Werksneuen C3 Corvettes die Corvette CABALLISTA Serie designt.



Dieses ist das erste Caballista



1980er Corvette C3 Caballista Convertible

1979 Neue C3 Corvettes (Basispreis : \$ 13,140.24 / Corvette) werden von "BORACK CHEVROLET-OLDS, Inc. Lincoln Park, NJ", zu Dunham Coach geordert.

31. Oktober:

Die neuen C3 Corvettes werden angeliefert, mit Optionen für pro Fahrzeug Gesamtpreis: \$ 14,463.-

Darunter ist eine Weisse (O.E.M. White 5040L) mit der Serial-No.: 1Z878AS400323.

Diese weisse C3 Corvette wird für eine realistische Kostenerfassung zu einem Convertible designt.

Die BODY-NO. wird mit "DX 240" (Caballista-D-Body, eXtra, Caballista Nr. 24, Open) vergeben.



1980 7. August:
Das erste Convertible ist mit einem Umrüstungskostenaufwand von \$ 13,537.- fertig gestellt.

Die Innenausstattung ist "Oyster Leather", die Reifen sind "Vogue Tires" mit Speichen-Felgen und Radmuttern von APPLIANCE, das Cabrio-Dach ist ein "Black Stay Fast mit beheizter Glas-Heckscheibe" und die Lackierung ist jetzt "Victoria Plum Marroon B 80 30LW" von DuPont.



1980er Corvette C3 Caballista Convertible

1980 14. Oktober:
"Motor Car Corp. Of Palm Beach" kauft das erste Caballista Convertible für \$ 28,000.



15. Oktober:
Das erste Caballista Convertible wird bei "Motor Car Corp. Of Palm Beach" angeliefert.

1981 "Motor Car Corp. Of Palm Beach" verkauft dieses Convertible an "BRADFORD MOTORCARS INC.".

August:
"BRADFORD MOTORCARS INC." bietet dieses Model
für \$ 32,900 (2,000 Miles Laufleistung) an.

Howard Rothenstein kann für nur \$ 27,000 das erste
Cabrio, das 1980er Caballista Convertible erwerben.



1980er Corvette C3 Caballista Convertible

1982 Das letzte Jahr seit 1977, in dem Les Dunham auf Werksneuer Chevrolet Corvette C3 Basis seine "Unikat" Caballista Modelle designt. Seit 1980 wurden nur 5 Caballista Convertible erstellt.

1984 Januar:
Howard Rothenstein verkauft das Convertible an "Rolls Wholesaler in Phila" für \$ 20,000.-

Les Dunham beendet die bisher sehr erfolgreiche Caballista Serie und zieht sich ein wenig von der PKW-Veredelung zurück. Die "Produktionswerkstatt" bleibt weiterhin bestehen unter dem Namen
DUNHAM COACH MOTOR CAR CO.

Ende 1984:

Das Caballista hat bis jetzt 11,000 Miles gefahren und das Cabrio-Dach ist jetzt in Oyster-Farbtönen und ohne Heckscheibenheizung.

Der Rückspiegel ist rund herum zerbrochen, der linke Handgriff (Innen) ist defekt, das Lizenz-Schild fehlt und die Lackierung bedarf einer Auffrischung. Nach der Aufbereitung durch Les Dunham soll das erste Caballista Convertible über eine Auktion zum Kauf angeboten werden.

Die Vorstellung: Eröffnungspreis: \$ 25,000 und erhoffter Endpreis soll \$ 30,000 — \$ 35,000 werden.

1985 Bei der Versteigerung durch einen DUNHAM COACH BROKER in der ATLANTIC CITY KRUSE Auktion, wird dieses erste Cabriolet-Modell, das "1980er Chevrolet Corvette C3 Caballista Convertible" für nur \$ 20,000.- (mit Genehmigung von Les Dunham) an Perry Nussbaum verkauft. In NY wird "Es" in eine Garage mit Luftfeuchtigkeitsregelung und Klimaanlage mit Heizung gestellt!

2003

Les Dunham is back:



Sein neues Projekt, der

Caballista Hawk,

ist aber bis jetzt (2005) nicht Vollendet.

Les Dunham und sein SUPER-FLY (PIMP-CAR) CORVORADO im Jahr 2003



1980er Corvette C3 Caballista Convertible

2004 22. April bis zum 02. Mai:
Das 1980er Caballista Convertible steht über "ebay Motors" -USA zum Verkauf an.
Die erwartete Verkaufssumme wird durch "ebay Motors" -USA nicht erreicht.



Description

Chevrolet: Corvette Caballista

1980 Corvette C3 Caballista Rare! Collectible Convertible

Miles:	13923	Doors:	2 doors
Transmission:	Automatic	Interior:	Oyster
Engine:	8 - Cyl.	Year:	1980
Warranty:	No	Title:	Clear
Exterior:	Victoria Plum Maroon	Condition:	Used

Options:

Air Conditioning	Power Locks	Cassette	Convertible
Leather Seats	Power Windows	Power Seats	Cruise Control

1980er Corvette C3 Caballista Convertible

2004 01. Mai bis zum 21. Mai:
Mit Unterstützung wird ein Verkaufsgespräch per Telefon und Email gestartet.
Perry Nussbaum verkauft das Caballista an Herrn Strube (Deutschland)

Die Fahrleistung von 13,932 Miles ist so gering, da das Caballista Convertible seit 1985, mit einem Meilenstand von 11.000 Miles, von Mr. Perry Nussbaum nur für Parade- und Inspektions-Fahrten benutzt wurde. Es wurden also weniger als 3,000 Miles in 19 Jahren gefahren!

Der "aufgefrischte" Fahrzeuglack, Ersatz für Victoria Plum Maroon "DuPont paint code B 8030LW", soll nicht sehr wetterbeständig sein und darum sah dieses Caballista auch nur kurze Zeit Sonne.

Zu trockene Luft könnte das GFK leiden lassen, Nieselregen oder ähnliches das Convertible-Dach verunreinigen!

Lampen, Leuchten usw. wurde alles so von Les Dunham designt.

12. Juni:
Das Caballista wird in NY für den Transport Richtung Deutschland verladen.

DER TRANSPORT BEGINNT!



1980er Corvette C3 Caballista Convertible

2004 13. Juli:
Das Caballista trifft im Cadillac-Museum-Hachenburg ein und soll entsprechend der StVZO §21 aufbereitet und Zulassungsfähig werden.

12. Oktober:
Das Caballista wird vom Cadillac-Museum-Hachenburg / C.A.D. zu ACP-Euskirchen verlagert und soll entsprechend der StVZO §21 aufbereitet und Zulassungsfähig werden.

Diverse Transportschäden wurden vom Cadillac-Museum-Hachenburg leider nicht sofort gemeldet.

18.—19. Oktober:
TÜV mit §21 werden erfolgreich bei ACP-Euskirchen absolviert.
Die TÜV / §21-Bescheinigungs-Dokumente treffen bei ACP-Euskirchen ein.

Alle Unterlagen werden per Einschreiben für eine KFZ-Zulassung an mich versendet.
Das "1980er Corvette C3 Caballista Convertible" kann für den Strassenverkehr zugelassen werden!



1980er Corvette C3 Caballista Convertible

Das erste *Caballista Convertible* von Les Dunham

VIN	1Z878AS400323					
1	Hersteller	Chevrolet Division				
Z	Serienname	Corvette				
87	Karosserietyp	Coupe				
8	Motor	Code: ZAK	L48 350-cid V8 190 hp	Compression = 8,2 : 1	automatic	four-barrel carburetor
A	Modelljahr	1980				
S	Fabrikationsstätte	Assembled in St. Louis, MO				
400323	Seriennummer	Production sequence	6-stellig	400001 bis 440614		

**Caballista Convertible gebaut von Les Dunham in Boonton, New Jersey, USA, 1980 (DUNHAM COACH MOTOR CAR CO.)
Dunham Coach 234 Division St Boonton, NJ 07005-1 738 973-299-1900**

	Standard Engine (RPO L48)
Type	V-8, 90-degree Overhead valve
Block	Cast iron block
Displacement	350 cid (5.7 liters)
Bore & Stroke	4.00 x 3.48"
Compression ratio	8.2:1
Brake horsepower	190 @ 4200
Torque	280 lb-ft @ 2400
Main bearing	five
Valve lifters	hydraulic
Fuel supply	Rochester Quadrajets

1980

- Automatic Transmission
 - TH350-C Three-speed Turbo Hydra-Matic
- 3,07:1 Highway rear axle ratio
 - Lower-than-standard numerical ratios permit cruising at lower engine speeds than with standard (3,55:1) ratio.

1984

- Automatic Transmission
 - Turbo Hydra-Matic

Der Speedometer zeigt bis 85 MPH (136,8 km/h) die Fahrgeschwindigkeit an.



1980er Corvette C3 Caballista Convertible
Die 4 anderen *Caballista Convertible* von Les Dunham



1980er Corvette C3 Caballista Convertible

Caballista Corvette

(Copied Internet information Not everything is true)

- Factory built between 1979-1982, by Dunham Motor Coach Co. in Boonton, NJ.
- Only 50 were built, 5 of which were convertibles.
- Starting price was over \$60,000 new, in 1980.
- Powered by a 350 V8 5.7 liter Corvette engine.
- Options included: automatic, air conditioning, cruise control, tilt-telescopic wheel, power windows and locks.



The following advertisement and pictures appeared in an EBAY auction a while back:

You are viewing a Limited Production 1979 Dunham Coach Caballista Corvette. This is one of only 50 built by Les Dunham Coachworks. It is also 1 of only 3 built with a 4 speed (m21) transmission, 1 of only 2 built with an L82 Engine (matching numbers), and 1 of 10 with color scheme. This car is in excellent and is showing 8200 original miles. It features a Oyster leather interior, grey carpet, air, Tilt and Telescopic Wheel, power steering, power disc brakes, factory installed AM/FM stereo, delay wipers, Fine Wire wheels & Vogue tires. This car is a show stopper and it runs and drives like a dream. One of the finest examples in the country and a rare collectible. Garage kept and well maintained it is located in Bristol Tennessee and it is currently looking for a new home. How about yours? Opening bid? 17,500!



1980er Corvette C3 Caballista Convertible

(Copied Internet information Not everything is true)

The following advertisement and pictures appeared in an EBAY auction on August 3, 2003.

"ONLY 3,201 miles since NEW!!!! VIN: 1G1AY8788C5106204. Built by Dunham Coach Booton New Jersey. Dunham built all the cars for the James Bond movie Live & Let Die. This is the last Caballista produced. No 2 of these cars are alike. Color is Champagne and Claret exterior with a Claret interior. Powered by a 350 Fuel Injected engine, 700R4 Automatic Transmission, PS, PDB, PW. True Wire Wheels on Vogue Radials. 2 Sets of Roof panels, Glass and Solid.



No further information is available on the Dunham Motor Coach Co.

Other Caballista Corvettes



1980er Corvette C3 Caballista Convertible –Basis-



1980 CORVETTE

- The 1980 Corvette was more streamlined and lost close to 250 pounds.
- The hood and doors were lighter with thinner door glass.
- Corvette bodies held new fiberglass bumper structures.
- The lift-off roof panels were made of lightweight, low-density micro-sscopic glass beads.
- The body panels were urethane-coated.
- Weight cuts also hit the power train.
- The dif-ferential housing and supports were made of alu-minum.
- The 350-cid (5.7-liter) V-8 had a new alu-minum intake manifold, while the 305-cid (5.0-liter) V.8 used in cars sold in California had a stainless exhaust manifold.
- The Corvette hoods had a new low profile.
- The front bumper had an integrated lower air dam and the bumper cover now extended to the wheel openings.
- New two-piece front cornering lamps worked whenever the lights were switched on.
- A deep-recessed split grille held integral parking lamps.
- Front fender air vents contained functional black louvers.
- New front and rear spoilers were mold-ed in and integrated with the bumper caps and were no longer of a bolt-on type.
- New emblems included an engine identifier for the optional L82 V-8.
- The dashboard carried a new 85-mph speedometer.
- Only two storage bins stood behind the seat, where three used to be.
- Turbo Hydra-Matic transmissions added a lock-up torque converter that engaged at about 30 mph, while the four-speed manual transmission got new gear ratios.
- In California, Corvette buyers could only get the 305-cid V-8 with automatic transmission this year.
- The base V-8 lost five horsepower, while the optional version gained five.
- New standard equip-ment this year included formerly-optional power win-dows, a tilt-telescopic steering wheel, and Four Season air conditioning.
- Rally wheels held P225/70R-15/B blackwall SBR tires with trim rings and center caps.
- Body colors were
 - White
 - Silver
 - Black
 - Dark Blue
 - Dark Brown
 - Yellow
 - Dark Green
 - Frost Beige
 - Dark Claret
 - Red
- Interiors came in Black; Claret; Dark Blue; Doeskin; Oyster; and Red.

1980er Corvette C3 Caballista Convertible –Basis-

I.D. NUMBERS

- The serial number [Vehicle Identification Number -- VIN] was stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield.

Position	Character	Description
1	1	Chevrolet Division
2	Z	Corvette
87	coupe	
5	*	Engine type where * is replaced by the following 8 = L48 350-cid V8, 190-hp - H = California LG4 305-cid V8, 180-hp 6 = L82 350-cid V8, 230-hp, 4-barrel
6	A	1980
7	S	Assembled in St. Louis, MO
8 to 13	400001 to 440614	production sequence

- Serial numbers ranged from 1Z87*AS400001 to 1Z87*AS440614
- Engine serial number began 0001001
- Corvette engines have the last six digits of the VIN stamped on the block just ahead of the cylinder head on the right-hand side combined with a three-letter engine code suffix
- Also cast into the top rear of the block is a four-symbol code indicating when the engine was built
 - The first letter of the date code shows the month the block was cast
 - The one or two numbers shows the month
 - The last digit shows the year
- Engine suffixes:

Code	Engine	Horsepower	Compression	Transmission	Fuel Supply	Emission Control System
ZCA	LG4 305-cid	180-hp V-8	8.5:1	automatic	four-barrel carburetor	California
ZAM	L48 350-cid	190-hp V-8	8.2:1	manual	four-barrel carburetor	
ZAK	L48 350-cid	190-hp V-8	8.2:1	automatic	four-barrel carburetor	
ZBC	L82 350-cid	230-hp V-8	9.0:1	automatic	four-barrel carburetor	

- The body number plate was located on the engine side of the cowl.
- The Fisher Body Style Number 80-1YZ37 identifies a Corvette coupe
- The body number is the production serial number of the body.
- The trim number indicates the interior trim color and material.
- The ten 1980 Corvette exterior colors were:

- 10 = White
- 13 = Silver
- 19 = Black
- 28 = Dark Blue
- 47 = Dark Brown
- 52 = Yellow
- 58 = Dark Green
- 59 = Frost Beige
- 76 = Dark Claret
- 83 = Red

- Upholstery Codes

Color	Cloth & Leather Upholstery	Leather Upholstery
Oyster	12C	122
Dark Blue	29C	292
Doeskin	59C	592
Claret	79C	792
Red		722
Black		192

1980er Corvette C3 Caballista Convertible –Basis-

IDENTIFICATION

Model No.	Body/Style No.	Body Type	Factory Price	Shipping Weight	Production Total
1Y	Z87	 2-dr. Sport Coupe - 2 passenger	\$13,140	3206	40,614

ENGINE

Feature	Standard Engine (RPO L48)	Standard California Engine (RPO LG4)	Optional Engine (RPO L82)
Type	V-8, 90-degree Overhead valve		
Block	Cast iron block		
Displacement	350 cid (5.7 liters)	305 cid (5.0 liters)	350 cid (5.7 liters)
Bore & Stroke	4.00 x 3.48"	4.00 x 3.48"	4.00 x 3.48"
Compression ratio	8.2:1	8.5:1	9.0:1
Brake horsepower	190 @ 4200	180 @ 4200	230 @ 5200
Torque	280 lb-ft @ 2400	255 lb-ft @ 2000	275 lb-ft @ 3600
Main bearing	five		
Valve lifters	hydraulic		
Fuel supply	Rochester Quadrajets	Rochester Quadrajets	Rochester Quadrajets

TRANSMISSION

- Standard Manual Transmission
 - four-speed fully-synchronized
 - floor-mounted gear shifter
 - gear ratios
 - 1st = 2.88:1
 - 2nd = 1.91:1
 - 3rd = 1.33:1
 - 4th = 1.00:1
 - Rev = 2.78:1
 - Final drive ratio: 3.07:1
- Optional Manual Transmission
 - close ratio four-speed fully-synchronized
 - floor-mounted gear shifter
 - gear ratios
 - 1st = 2.43:1
 - 2nd = 1.61:1
 - 3rd = 1.23:1
 - 4th = 1.00:1
 - Rev = 2.35:1
 - Final drive ratio: 3.36:1

• Automatic Transmission

- Three-speed Turbo Hydra-Matic
- floor-mounted gear shifter
- gear ratios
 - 1st = 2.52:1
 - 2nd = 1.52:1
 - 3rd = 1.00:1
 - Rev = 1.93:1
- Final drive ratio: 3.55:1

1980er Corvette C3 Caballista Convertible –Basis-

CHASSIS

Feature	Coupe
Wheelbase	98 inches (2.489 m)
Overall length	185.2 inches (4.704 m)
Overall width	69.0 inches (1.753 m)
Overall height	48 inches (1.219 m)
Ground Clearance	4.5 inches (11.4 cm)
Front tread	58.7 inches (1.491 m)
Rear tread	59.5 inches (1.511 m)
Wheel size	15 x 8 inches
Tires	P225/70R-15 SBR (steel-belted radial)
Positraction	standard
Steering	recirculating ball
Front suspension	Independent, unequal-length control arms with ball joints, coil springs, and stabilizer bar
Rear suspension	Independent, trailing link, transverse semi-elliptic leaf springs
Brakes	Hydraulic, vented four wheel discs; 11.75-inch diameter, single calipers
Ignition	HEI electronic
Body construction	Separate fiberglass body and box-type ladder frame with cross-members
Fuel tank	24 US Gal (20 Imp Gal) (91 liters)

OPTIONS

- | | |
|--|---|
| <ul style="list-style-type: none"> • RPO A31 Electric power windows (\$141) • RPO AU3 Power door lock system (\$173) • RPO CC1 Removable glass roof panels (\$484) • RPO C49 Electric rear window defogger (\$135) • RPO C60 Air conditioning (\$635) • RPO D35 Sport mirrors (\$45) • RPO FE7 Gymkhana suspension (\$49) • RPO F51 Heavy-duty shock absorbers (\$33) • RPO G95 Highway ratio rear axle (\$19) • RPO K30 Automatic speed control (\$152) • RPO L82 350-cid 225-hp V-8 (\$565) • RPO MM4 Four-speed manual transmission (no-cost option) • RPO M21 Four-speed manual close-ratio transmission (no-cost option) • RPO MX1 Turbo Hydra-Matic automatic transmission (no-cost option) • RPO N37 Tilt-telescopic steering column (\$190) • RPO N90 Aluminium Wheels (\$503) • RPO OGR P255/70R-15 Raised-white-letter steel-belted radial tires (\$54) • RPO OBS P255/60R-15 White Aramid BR tires (\$226.20) • RPO QGR P225/70-15/B S/B RAD W/LTR (\$77) • RPO U58 AM-FM stereo radio (\$90) • RPO UM2 AM-FM stereo radio with 8-track tape system (\$228) • RPO UN3 AM-FM stereo radio with cassette (\$234) • RPO UP6 AM-FM stereo radio with CB system and power antenna (\$439) | <ul style="list-style-type: none"> • RPO U75 Power antenna (\$52) • RPO U81 Dual rear speakers (\$52) • RPO UA1 Heavy-duty battery (\$21) • RPO ZN1 Trailering package (\$98) • RPO ZQ2 Power windows and door locks (\$272) • RPO ZX2 Convenience group (\$84) |
|--|---|

No-cost option:

Twin remote control, body colored sport mirrors

Tinted glass

Anti-Theft audio alarm system

Electric power windows

Highway ratio rear axle

and many more....

1980er Corvette C3 Caballista Convertible –Basis- HISTORICAL NOTES

- Introduced: September 25, 1978.
- Model-year production: 53,807 (Chevrolet initially reported a total of 49,901 units).
- Calendar-year production: 48,568.
- Calendar-year sales by U.S. dealers: 38,631.
- Model-year sales by U.S. dealers: 39,816.
- For what it's worth, 7,949 Corvettes were painted this year in Classic White, while 6,960 carried Silver paint.
- Only 4,385 Corvettes had the MM4 four-speed manual gearbox, while 4,062 ran with the close-ratio M21 version.

