

“PEAKING” IN THE REARVIEW MIRROR

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CORVETTE COLORS, 1953-2023



Part 2 C2

The Most Popular Corvette Color of the C2 Generation (1963-1967): Blue

As this second generation came into being, color options began to proliferate. Given that, although Polo White and Ermine White remained popular hues, once GM began rolling out new colors it became clear that purchasers wanted something flashier. Soon the most popular Corvette color of the C2 generation was Nassau Blue, a rich electric hue. The onset of the C2 also brought the practice of naming some Corvette body colors after famous racetracks.

1963: the first year of this generation brought a completely redesigned Corvette – best known, of course, for its one-year-only split rear window hardtop Sport Coupe (10,594 of 21,513 built) – as well as more horsepower (up to 360 hp) and improved ride and handling. In addition to the rare N03 36-gal. “big tank” option (\$202; only 63 ordered; available through 1967), a redesigned dash, pop-up headlights (with fiberglass buckets), leather seats and tinted windows options, and 2-bar and 3-bar spinner and knockoff wheel covers (\$322.80). Z06 packages (199 units) were offered for \$1,818 (later, with knockoff wheels and big tank option, \$1,293); today these rare models, depending on other options, can easily fetch more than \$1,000,000. This model also saw some major color changes, adding Daytona Blue (3,475), Riverside Red (4,612), Saddle Tan, and Sebring Silver (3,516; discontinued after this year until the C5 generation). The *Corvette Black Book* only lists 1963 production color quantities for the three models shown above; figures are unavailable for Ermine White, Tuxedo Black, Silver Blue, and Saddle Tan (which is unfortunate, because the 1963 coupe is often seen today in Saddle Tan).





The colors did not change from 1963 to 1964 (22,229 units) except that Sebring Silver was discontinued in favor of Satin Silver (available for only one year). Riverside Red (5,274) was the most popular color, followed by Ermine White (3,909). Saddle Tan was the least favored (1,765). Rear glass was one-piece,



1965 was the first year for 4-wheel disc brakes for the 23,562 units produced as well as three functional, vertical side louvers. Six new colors were also added: Nassau Blue (by far the most popular, wrapping 6,022 units), Glen Green (3,782; one year only), Silver Pearl (2,552), Goldwood Yellow (1,275), Rally Red (3,688), and Milano Maroon (2,831). Tuxedo Black was the least favorable color (1,191 units). In addition, 7,787 convertibles were optioned with body-color removable hard tops. Hood depressions of '63-'64 models were removed; this was the last year for fuel injection until 1982; four-wheel disc brakes and power antenna became standard. Side mount exhaust was offered (continuing through 1967), at \$134.50.





1966 brought “Corvette” script to the hood and removed functional coupe vents. New shades of blue and green were added, such as Laguna Blue (2,054), Trophy Blue (1,463), and Mosport Green (2,311), as well as Sunfire Yellow (2,339), to join colors from the year before. Nassau Blue, introduced the previous year, again proved the favorite (6,100 of 27,720 total units) while Tuxedo Black was again the least popular (1,190). Roof vents, both previously functional and not, were removed; the 427 c.i. engine and telescoping steering column were introduced, and backup lights were standard.



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1967, the last model of the so-called “mid-years,” was the least adorned, with removal of hood script emblems and fender flags. Five functional side vents were added as well as five new blue colors: Marina Blue (3,840 units; replacing Nassau Blue), Lynndale Blue (1,381), and Elkhart Blue (1,096). Also added were Goodwood Green (the most popular, with 4,293 of 22,940 units, named for a motorsport racecourse in southern England) and Marlboro Maroon (3,464). Tuxedo Black only sold 815 units. Only two 36-gal. big tanks were ordered. Federal safety regulations required modification of the previous knock-off wheel option, changing to bolt-on.

