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EXPRESS

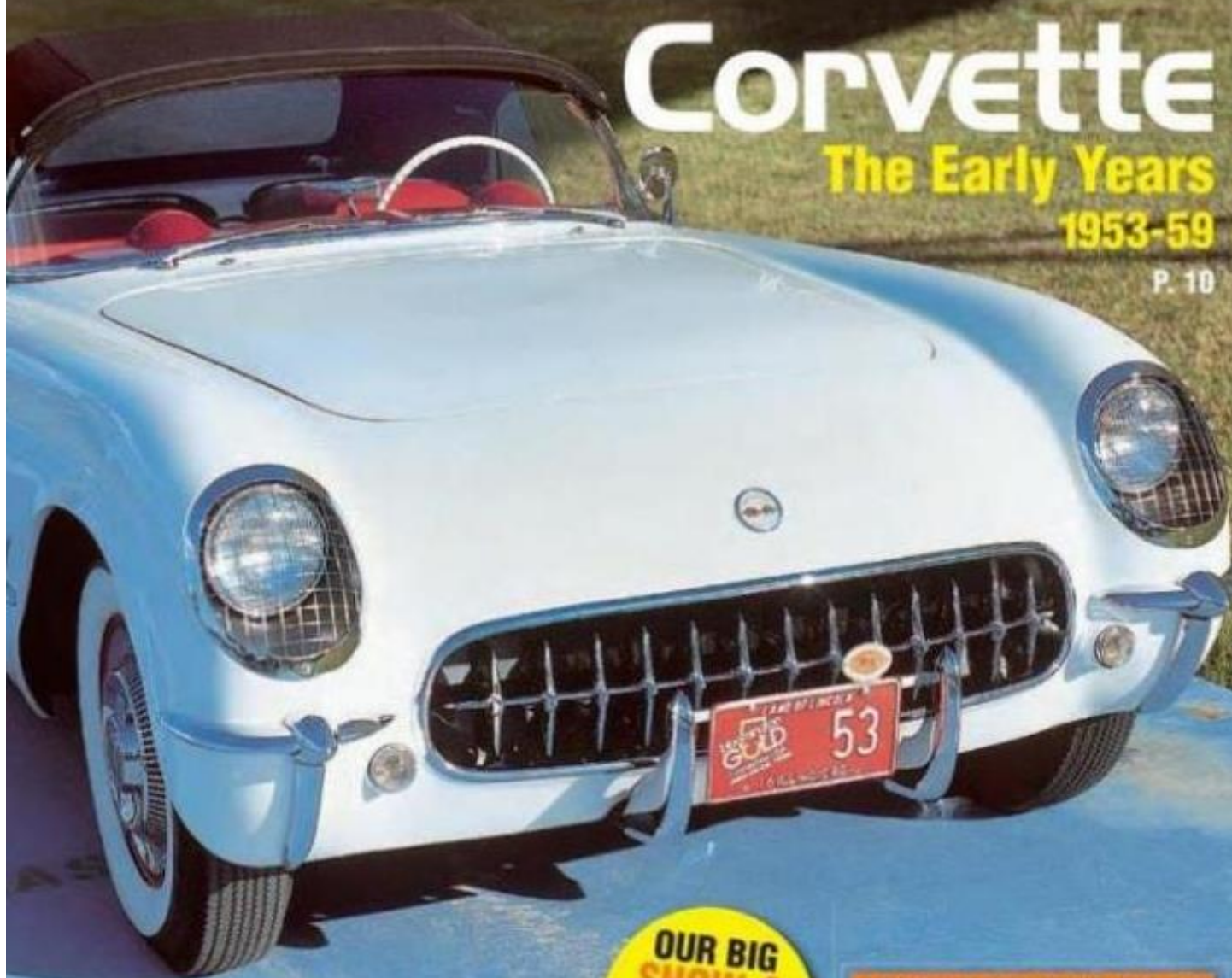
July 13, 2017

Corvette

The Early Years

1953-59

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Nicky Wright

1958 Corvette design changes included dual headlights and hood louvers

1958

Corvette styling was jazzed up for 1958. There were now four chrome rimmed headlights with fender length chrome strips running between each pair of lights. As if that weren't enough glitter, fake louvers were placed on the hood. The grille was similar to the previous year, but had four fewer vertical bars. Three horizontal chrome strips were added to the new cove. A couple of vertical chrome bars decorated the trunk. They detracted from an otherwise graceful rear-end treatment. The wraparound front and rear bumpers were larger. The in-

terior changed dramatically. The gauges were clustered together in front of the driver, rather than spread across the dash as before. A center console and passenger assist (sissy) bar were added. Seat belts were made standard equipment. They had been a dealer-installed option in 1956 and 1957. There were six exterior body colors offered: Charcoal (Black or White soft top); Silver Blue (White or Beige soft top); Regal Turquoise (Black or White soft top); Signet Red (Black or White soft top); Panama Yellow (Black or White soft top) and Snowcrest White (Black, White, or Beige soft top).

I.D. NUMBERS

The Vehicle Identification Number (VIN) is located on a plate on the left front door hinge pillar post. For 1958 the numbers were: J58S100001 to J58S109168. The first symbol (J) indicates Corvette. The second and third symbols (58) in-



Micky Wright

1958 Corvette

indicate the model year. The fourth symbol identifies the assembly plant (S = St. Louis, Mo). The last six symbols indicate the sequential production number. Engine code suffixes were: CQ = three-speed manual transmission; CR = three-speed manual transmission and fuel injection; CS = three-speed manual transmission, high-lift camshaft and fuel injection; CT = three-speed manual transmission and dual four-barrel carburetors; CU = three-speed manual transmission, high-lift camshaft and dual four-barrel carburetors; DG = Powerglide automatic transmission; DH = Powerglide automatic transmission and fuel injection and DJ = Powerglide automatic transmission and dual four-barrel carburetors. Cars with optional four-speed manual transmissions used the same engine code suffixes as cars with three-speed manual transmissions. The beginning engine numbers were 0001001 and up at each assembly plant with F = Flint, Mich. and T = Tonawanda, N.Y. The body number plate was located on the engine side of the cowl. The Fisher Body Style Number 58-867 identifies a Corvette. The Body Number is the production serial number of the body. The Trim Number indicates the interior trim color and material. The pebble-grain vinyl upholstery was available in Red, Dark Gray or Turquoise. The Paint Number indicates the color combination. The six 1958 Corvette acrylic lacquer exterior colors offered were No. 500A Charcoal; No. 502A Silver Blue; No. 504A Regal Turquoise; No. 506A Signet Red; No. 508A Panama Yellow; and No. 510A Snowcrest White. The body side cove could be painted Silver or White.

ENGINES

BASE ENGINE: V-8. Overhead valve. Cast iron block.

Displacement: 283 cid. Bore and stroke: 3.87 x 3.00 inches. Compression ratio: 9.50:1. Brake hp: 230 at 4800 rpm. Five main bearings. Carburetor: Carter Type WCFB four-barrel.

OPTIONAL ENGINE: V-8. Overhead valve. Cast iron block. Displacement: 283 cid. Bore and stroke: 3.87 x 3.00 inches. Compression ratio: 9.50:1. Brake hp: 245. Five main bearings. Carburetor: Two four-barrel carburetors.

OPTIONAL ENGINE: V-8. Overhead valve. Cast iron block. Displacement: 283 cid. Bore and stroke: 3.87 x 3.00 inches. Compression ratio: 9.50:1. Brake hp: 250. Five main bearings. Induction: Rochester fuel injection.

OPTIONAL ENGINE: V-8. Overhead valve. Cast iron block. Displacement: 283 cid. Bore and stroke: 3.87 x 3.00 inches. Compression ratio: 9.50:1. Brake hp: 270. Five main bearings. Carburetor: Two four-barrel carburetors.

OPTIONAL ENGINE: V-8. Overhead valve. Cast iron block. Displacement: 283 cid. Bore and stroke: 3.87 x 3.00 inches. Compression ratio: 10.50:1. Brake hp: 290. Five main bearings. Induction: Rochester fuel injection.

TRANSMISSIONS

STANDARD MANUAL TRANSMISSION: A three-speed manual all-synchromesh transmission with floor-mounted gear shifter was standard equipment.

AUTOMATIC TRANSMISSION: A two-speed Powerglide automatic transmission was optional equipment.

OPTIONAL MANUAL TRANSMISSION: A four-speed manual all-synchromesh transmission with floor-mounted gear shifter was optional equipment.



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CHASSIS FEATURES

Wheelbase: 102 inches. Overall length: 177.2 inches. Overall height: 51.6 inches. Overall width: 72.8 inches. Front tread: 57 inches. Rear tread: 59 inches. Ground clearance: Six inches. Tires: 6.70 x 15. Frame: Welded steel box-section, X-braced type. Front suspension: Independent; upper and lower A-arms, unequal-length wishbones; coil springs; anti-roll bar; tubular shocks. Steering: Saginaw recirculating ball, 17:1 ratio; 3.7 turns lock-to-lock; 38.5-foot turning circle. Rear suspension: Live axle on semi-elliptic leaf springs, tubular shock absorbers. Rear axle type: Hypoid semi-floating. Brakes: Four-wheel hydraulic, internal-expanding, 11-inch diameter drums, 157 square inches effective lining area (121 square inches with optional sintered metallic linings). 15-inch steel bolt-on wheels. Standard rear axle ratio with three-speed 3.70:1; with Powerglide: 3.55:1. Optional axle ratios: 4.11:1 and 4.56:1.

OPTIONS

RPO 101 Heater (\$96.85). RPO 102 Signal-seeking AM radio (\$144.45). RPO 107 Parking brake alarm (\$5.40). RPO 108 Courtesy Lights (\$6.50). RPO 109 Windshield washer (\$16.15). RPO 276 Five 15 x 5.5-inch wheels (no charge). RPO 290 White sidewall tires 6.70 x 15 (\$31.55). RPO 313 Powerglide automatic transmission (\$188.30). RPO 419 Auxiliary hardtop (\$215.20). RPO 426 Electric power windows (\$59.20). RPO 440 Optional cove color (\$16.15). RPO 469 283-cid 245-hp dual four-barrel carburetor V-8 engine

(\$150.65). RPO 469C V-8 283-cid 270-hp dual four-barrel carburetor engine (\$182.95). RPO 579 V-8 283-cid 250-hp fuel-injection engine (\$484.20). RPO 579D V-8 283-cid 290-hp fuel-injection engine (\$484.20). RPO 473 Power-operated folding top mechanism (\$139.90). RPO 677 Positraction axle with 3.70:1 ratio (\$48.45). RPO 678 Positraction axle with 4.11:1 ratio (\$48.45). RPO 679 Positraction axle with 4.56:1 ratio (\$45). RPO 684 Heavy-duty racing suspension (\$780.10). RPO 685 Four-speed manual transmission (\$215.20).

HISTORICAL FOOTNOTES

Production of 1958 Corvettes began October 31, 1957. Almost 11 percent of 1958 Corvettes were powered by the 283-cid 290-hp fuel-injected V-8. A 1958 Corvette with the standard 230-hp V-8 and 4.11:1 rear axle could go from 0-to-60 mph in 9.2 seconds. It did the quarter mile in 17.4 seconds at 83 mph and had a top speed of 103 mph. A 1958 Corvette with the optional 250-hp fuel-injected V-8 and 3.70:1 rear axle could go from 0-to-60 mph in 7.6 seconds and from 0-to-100 mph in 21.4 seconds. It did the quarter mile in 15.7 seconds at 90 mph and had a top speed of 120 mph. A 1959 Corvette with the 290-hp fuel-injected engine took only 6.9 seconds to go from 0-to-60 mph and got slightly better gas mileage.

1958 CORVETTE					
Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
J800	867	2-dr Rds-2P	\$3,591	2,781 lbs.	9,168