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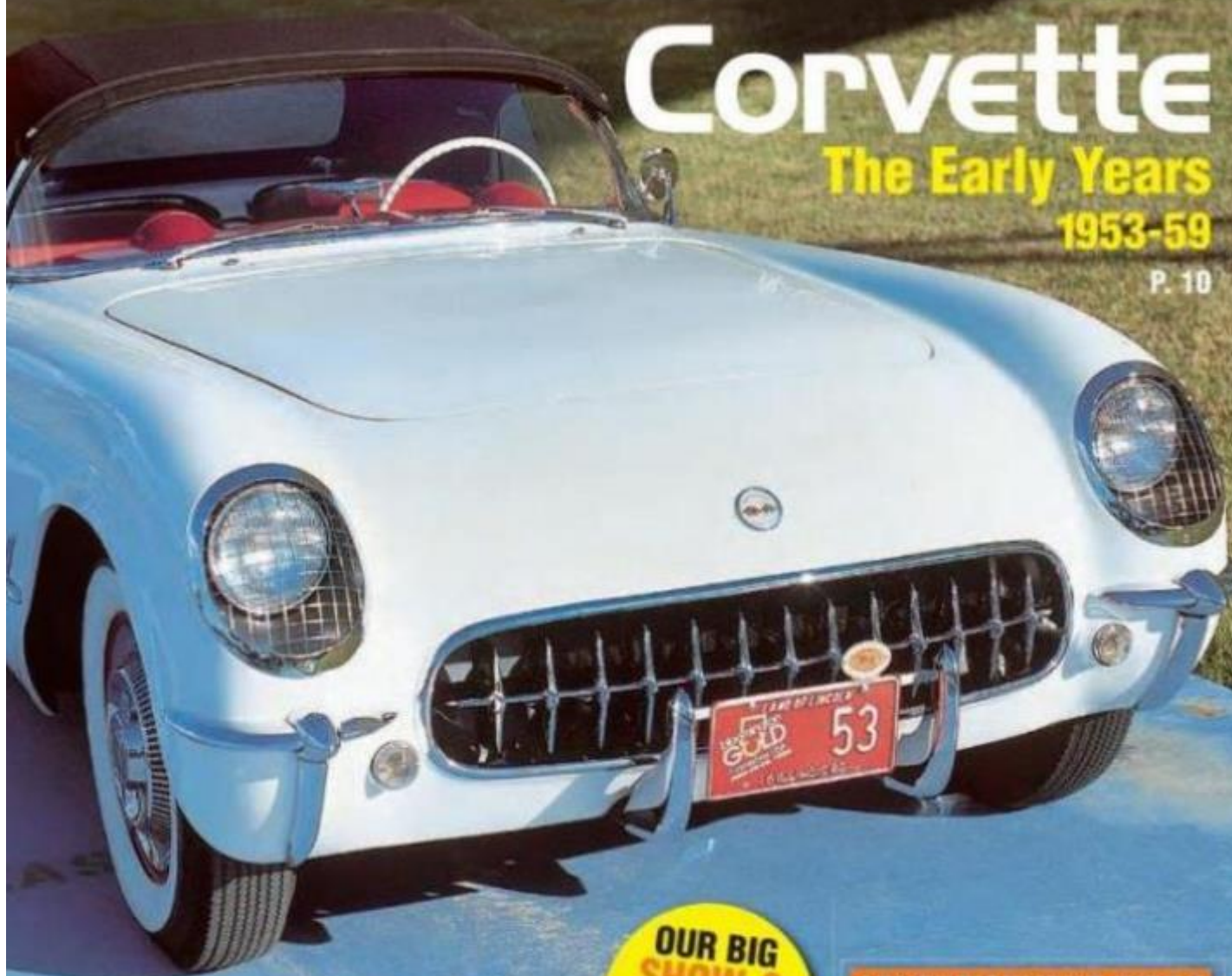
July 13, 2017

Corvette

The Early Years

1953-59

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Jerry Hensley

1957 Corvette with fuel injection

1957

The 1957 Corvette looked the same as the previous year's model. The thumb-screw-adjusted rearview mirror of 1956 was replaced with a lock-nut type that required a wrench to adjust. The big news was the availability of a 283-cid 283-hp fuel-injected V-8. Among the standard features were: dual exhaust; all-vinyl bucket seats; three-spoke competition-style steering wheel; carpeting; outside rearview mirror; electric clock and tachometer. Corvettes were now available in seven colors: Code 704 Onyx Black (Black, White or Beige top); Code 718 Polo White (Black, White or Beige top); Code 709 Aztec Copper (White or Beige top); Code 713 Arctic Blue (Black, White or Beige top); Code 712 Cascade Green (Black, White or Beige top); Code 714 Venetian Red (Black, White or Beige top) or Code 804 Inca Silver (Black or White top). White, Silver, and Beige were optional color choices for the side cove.

I.D. NUMBERS

Numbers were the same as for previous models with the number symbols changed as follows: E57S100001 to

E57S106339. All Corvettes were V-8 powered and all Chevrolets with V-8 engines used a V serial number prefix. The first symbol (E) indicates Corvette. The second and third symbols (57) indicate the model year. The fourth symbol identifies the assembly plant S = St. Louis, Mo. The last six symbols indicate the sequential production number. The beginning engine numbers were 0001001 and up at each assembly plant with F



Nicky Wright

1957 Corvette convertible in Venetian Red



Jerry Hensley

1957 Corvette "Fuelie"; Onyx Black was 1957's most popular color

= Flint, Mich. and T = Tonawanda, N.Y. Suffixes were as follows: EF four-barrel/synchromesh; EG dual four-barrel/high-lift cam/synchromesh; EH dual four-barrel/synchromesh; EL fuel-injection/high-lift cam; EM fuel-injection/synchromesh; EN fuel-injection/high-lift cam; FG Powerglide/dual four-barrel; FH Powerglide and FK Powerglide/fuel-injection.

ENGINES

BASE ENGINE: V-8. Overhead valve. Cast iron block. Bore and stroke: 3.87 x 3.00 inches. Displacement: 283 cid. Compression ratio: 8.50:1. Brake hp: 185 at 4600 rpm.

Taxable hp: 48.00. Torque: 275 at 2400. Five main bearings. Crankcase capacity: 4 qt. (Add 1 qt. for filter). Cooling system capacity: 16 qt. (Add 1 qt. for heater). Dual exhaust. Carburetor: Carter Model 3744925 four-barrel.

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: 220 at 4800 rpm. Five main bearings. Carburetor: Carter four-barrel Model 3744925.

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



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1957 Corvette with 283-cid 283-hp fuel-injected V-8

bearings. Carburetor: Four-barrel carburetor.

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: 283. Five main bearings. Induction: Rochester fuel injection.

NOTE: A solid lifter camshaft was used with EL and EG engines; hydraulic lifters with others.

TRANSMISSIONS

STANDARD MANUAL TRANSMISSION: A close-ratio 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 close-ratio four-speed manual all-synchromesh transmission with floor-mounted gear shifter was optional equipment after May.

CHASSIS FEATURES

Wheelbase: 102 inches. Overall length: 168 inches. Overall height: 51.9 inches. Overall width: 70.5 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; unequal-length A-arms; coil springs, tube shocks. Steering: Saginaw worm-and-ball, 16:1 ratio, 37-foot turning circle. Rear suspension: Live axle on semi-elliptic leaf springs, anti-roll bar, 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: 3.27:1, 4.11:1 and 4.56:1.

OPTIONS

RPO 101 Heater (\$110). RPO 102 Signal-seeking AM radio (\$185). RPO 107 Parking brake alarm (\$5). RPO 108 Courtesy Lights (\$8). RPO 109 Windshield washer (\$11). RPO 276 Five 15 x 5.5-inch wheels (\$14). RPO 290 White sidewall tires 6.70 x 15 (\$30). RPO 313 Powerglide automatic transmission (\$175). RPO 419 Auxiliary hardtop (\$200). RPO 426 Power windows (\$55). RPO 440 Optional cove color (\$18). RPO 469A 283-cid 245-hp dual four-barrel carburetor V-8 engine (\$140). RPO 469B V-8 283-cid 270-hp dual four-barrel carburetor engine with Duntov competition camshaft (\$170). RPO 579A V-8 283-cid 250-hp fuel-injection engine (\$450). RPO 579B V-8 283-cid 283-hp fuel-injection engine with Duntov competition camshaft (\$450). RPO 579E V-8 283-cid 283-hp fuel-injection engine with cold-air induction system (\$675).



Jerry Heasley

1957 Corvette, one of 1,040 fuel-injected models



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1957 Corvette retained the 1956 body style

RPO 473 Power-operated folding top mechanism (\$130). RPO 677 Positraction axle with 3.70:1 ratio (\$45). RPO Positraction axle with 4.11:1 ratio (\$45). RPO Positraction axle with 4.56:1 ratio (\$45). RPO 684 Heavy-duty racing suspension (\$725). RPO 685 Four-speed manual transmission (\$175).

HISTORICAL FOOTNOTES

Production of 1957 Corvettes began October 19, 1956. The fuel-injected 1957 Corvette reached the magical one-horsepower-per-cubic-inch high-performance bracket. The Corvette's continuous-flow fuel-injection system was a joint effort of Zora Arkus-Duntov, John Dolza and General Motor's Rochester Division. Only 1,040 of the 1957 Corvettes were fuel-injected. A 283 hp fuel-injection 1957 Corvette could go from 0-to-60 mph in 5.7 seconds and from 0-to-100 mph in

16.8 seconds. It had a top speed of 132 mph. Another important option was the competition suspension package RPO 684 which included heavy-duty springs, shocks and roll bars, 16.3:1 quick-ratio steering; a Positraction differential; special brake cooling equipment; and Cerametallic brake linings. Dick Thompson and Gaston Audrey won the 12-hour Sebring Race in Corvettes and Thompson took the SCCA B-production championship for the second year in a row.

1957 CORVETTE					
Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
2934	2934	2-dr Rtdo-2P	\$3,176	2,730 lbs.	6,339