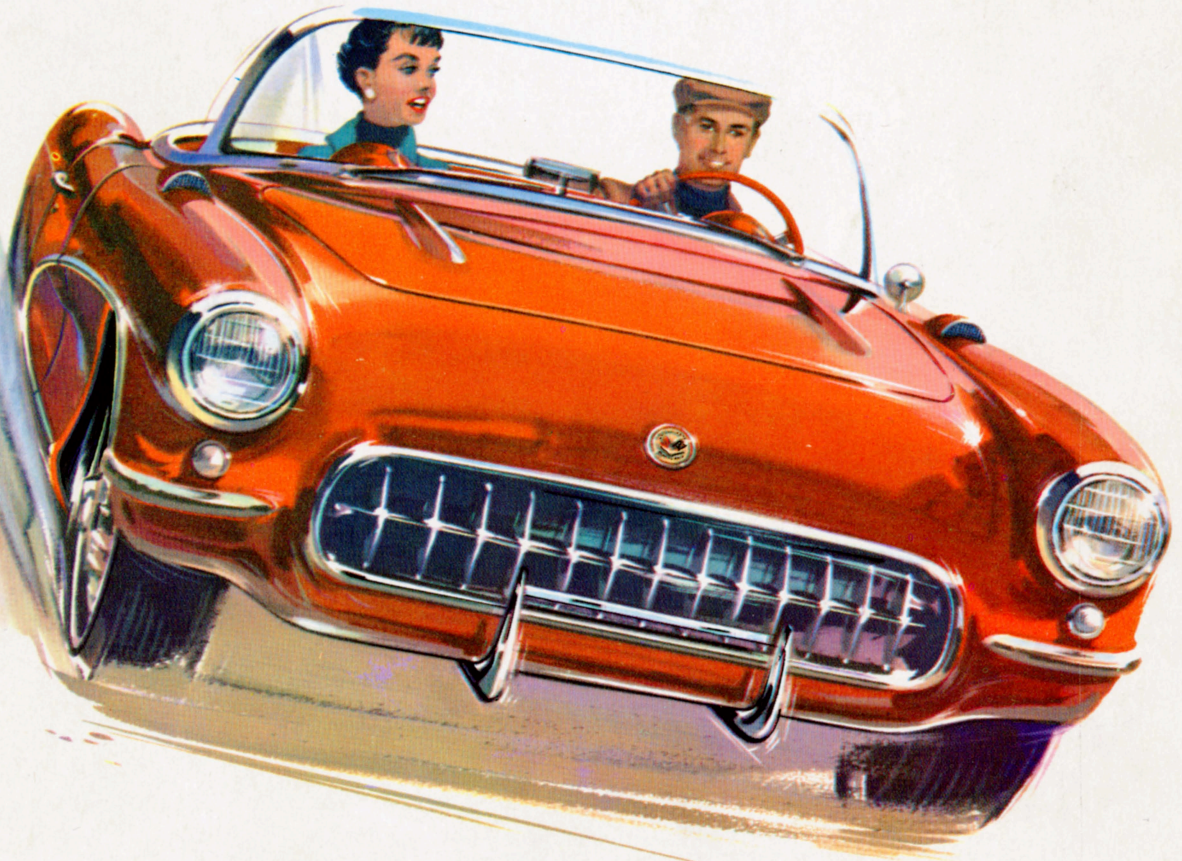


# CHEVROLET'S NEW CORVETTE

CHEVROLET

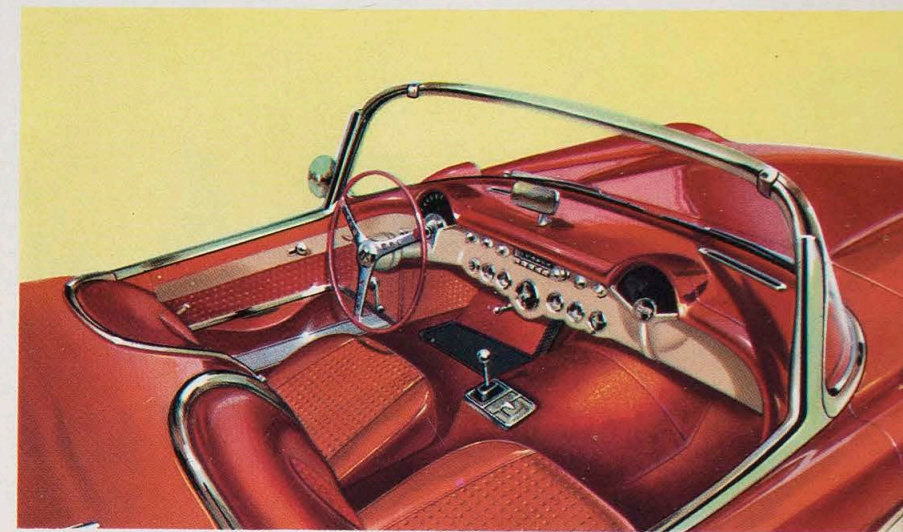
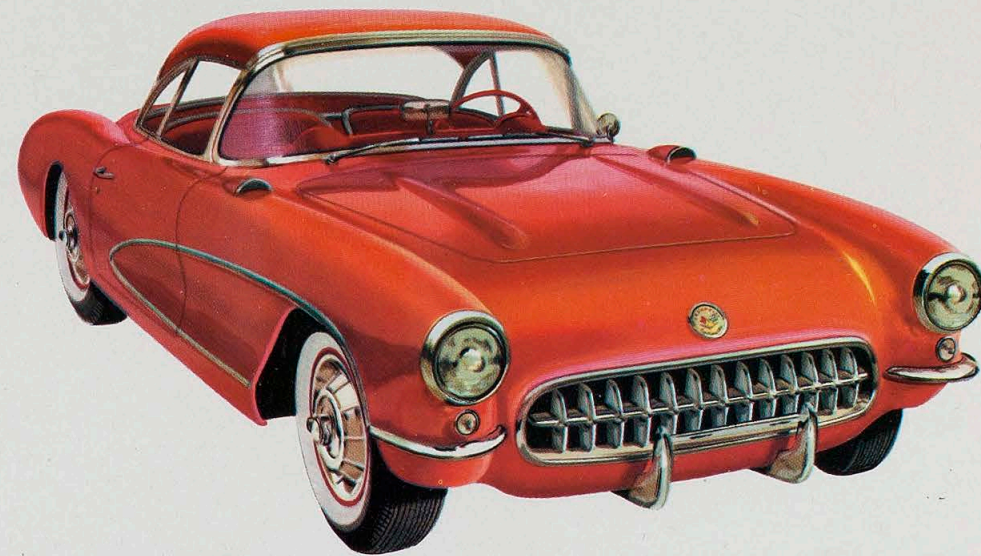
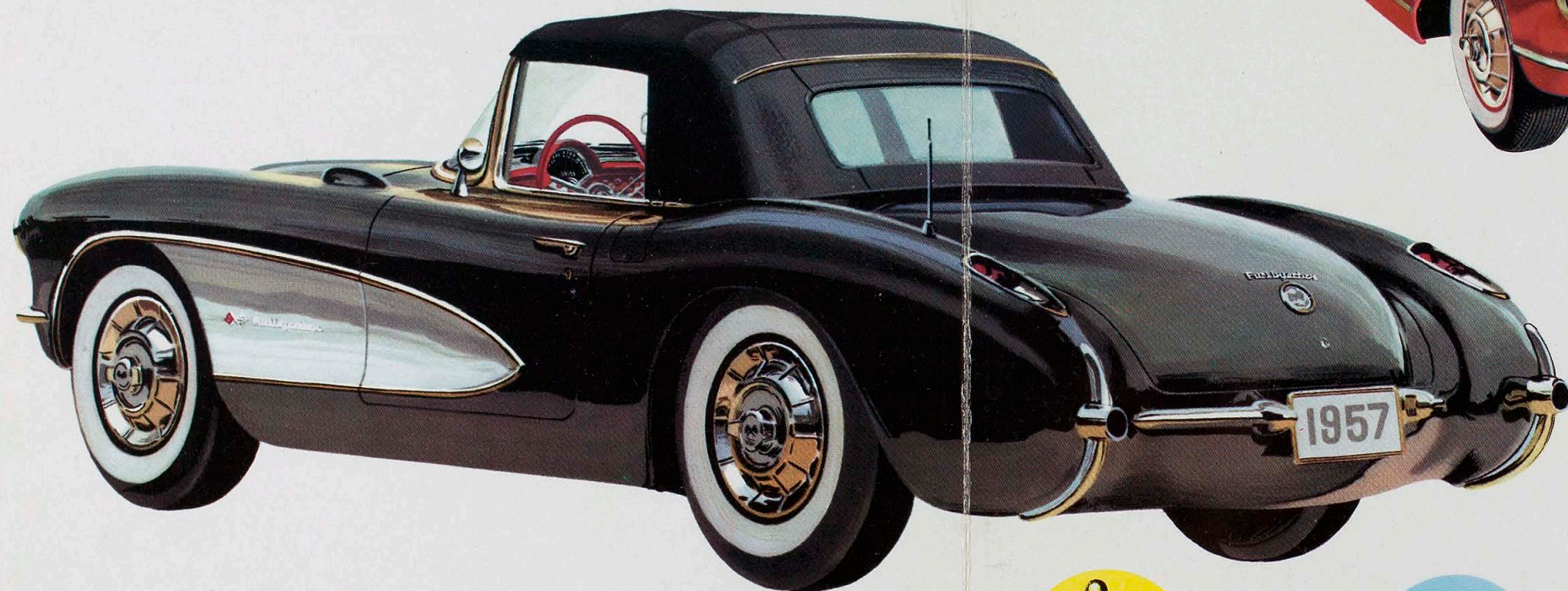
1957 #11

# FUN!



EVERY INCH  
A CHAMPION!

EVERY INCH A PRIZED POSSESSION!

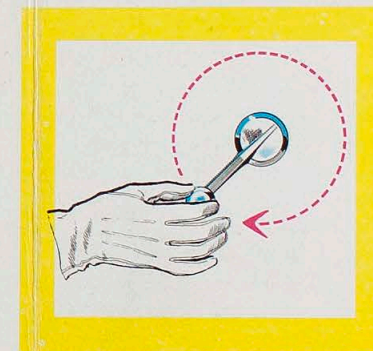


**SETTING THE PACE FOR SPORTS CAR INTERIORS**

Real beauty of design is the achievement of the Corvette's cockpit. The driver sits at his command post cushioned by foam rubber, saddle-stitched bucket seats, form-fitted and individually adjustable. In front of him is the competition-type steering wheel and a high-visibility wraparound windshield. At his side is the floor-mounted drive selector. And surrounding him is the luxury of the all-vinyl interior. Here's a sports car interior that's both smart and sensible.

**GRACEFUL AND GALLANT  
IN EVERY LINE**

For styling the Corvette stands alone in America, showing its sports car pedigree in every line—in high-set fenders, in sculptured side panels and headlights which extend forward to augment the impression of motion. And for glass area, the Corvette has no peer. Colors? They're beautiful, with six solids and six two-tones to choose from. They are: black, copper, white, green, blue and red in the solids; black and silver, copper and beige, white and silver, green and beige, blue and silver and red and beige in the two-tones.

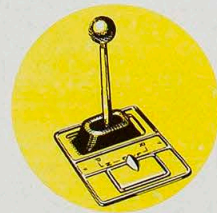
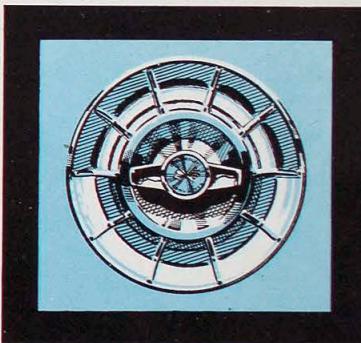


**WEATHER-TIGHT ROLL-UP WINDOWS**

... are standard equipment on the Corvette—for bad-weather protection in any season. Power window lifts are an extra-cost option for added convenience and luxury.

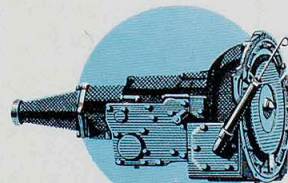
**SIMULATED KNOCK-OFF HUBS**

... on chromium wheel covers lend added dash to the Corvette. There's a choice of black or white sidewall (optional at extra cost) 6.70-15 4-ply tubeless tires.



**STICK-SHIFT**

... with close-ratio Synchro-Mesh Transmission is standard equipment with any Corvette engine. This manual transmission has just the right ratio for that extra sock and "go" demanded by sports car enthusiasts.



**POWERGLIDE**

... is extra-cost option with three basic Corvette engines—220 h.p. V8; 245 h.p. Twin 4-Barrel V8; and 250 h.p. V8 with Fuel Injection—and is especially offered to people who prefer the luxury and convenience of automatic transmissions.



**CHOICE OF FABRIC OR HARD TOPS**

All-weather comfort is an accomplished fact in the new Corvette, with the choice of either a manual fabric top or a lightweight removable hardtop. The Corvette is a "quick change artist"—in a matter of seconds, it can be converted from roadster to coupe. And for even added luxury and convenience, a power-operated fabric top is offered as an extra-cost option.

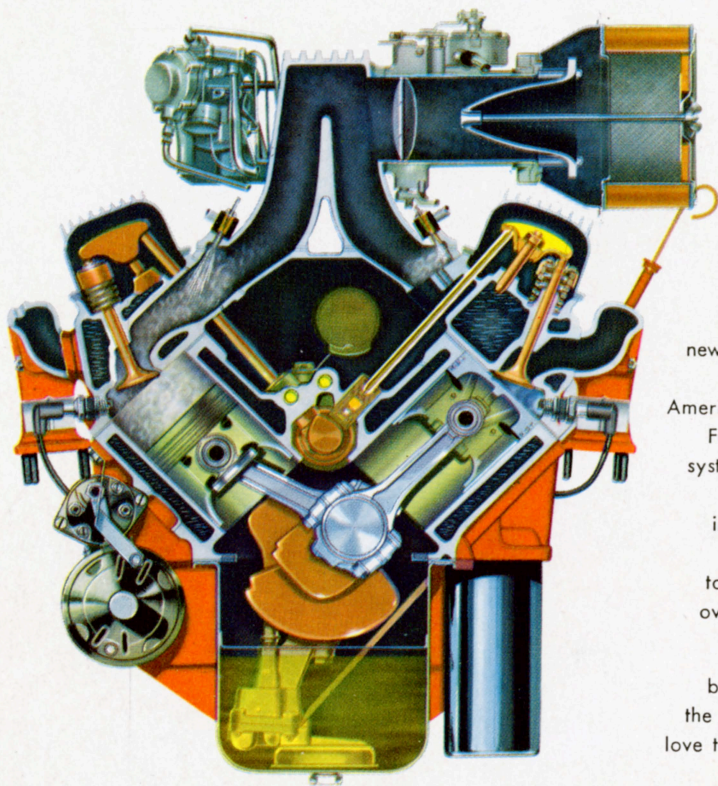
**SERVICE —**

**AS CLOSE AS YOUR NEAREST CHEVROLET DEALER**

Your nearest Chevrolet dealer (and there are more than 7500 of them throughout the nation) has the necessary equipment, parts and know-how to give you complete, quick and expert service on the Corvette. Here's an immeasurable advantage for all Corvette owners—one of the vital reasons why more and more discriminating sports car buyers are becoming confirmed Corvette owners.

INTRODUCING  
**SENSATIONAL NEW  
FUEL INJECTION**

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The new Corvette has taken a giant stride forward in 1957 with the introduction of new Ramjet Fuel Injection—the most advanced performance feature ever offered on an American production engine. Basically, Ramjet Fuel Injection is an efficient constant flow system that eliminates the carburetor, delivering fuel directly to the cylinders for instantaneous accelerator response, greater overall fuel economy, higher low-speed torque and smoothness, ease of starting and overall improvement of engine performance.

It's an extraordinary engineering feat, but the real story of Ramjet Fuel Injection is the new adventure it offers those who simply love to drive. In one bold stroke the Chevrolet Corvette now provides a new dimension of driving pleasure.

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FOR THE FIRST TIME  
IN AUTOMOBILE HISTORY—  
**ONE** H.P. FOR EVERY CUBIC INCH!

Now with Fuel Injection, the 283-h.p. senior engine in the Corvette line has attained a milestone in American automotive history—one horsepower for every cubic inch. In fact, all four Corvette engines have been increased to 283 cubic inches of displacement.

The other three basic Corvette engines are the standard 220 h.p. V8, the 245 h.p. twin four-barrel V8 and the 250 h.p. V8 with Fuel Injection.

Standard equipment with the Corvette is a special

3-speed close ratio transmission. (And it's a real joy to run through the gears and feel the Corvette's new snap and surge as it pours out its power.) Also, in tailoring the Corvette to individual taste, a special version of the smooth Powerglide transmission is available as an extra-cost option with certain engines. In any combination, the Corvette driver commands the most remarkable road car in America—and a show-stopper for looks, luxury and comfort.

# A SPECIAL CAR FOR SPECIAL PEOPLE



## SPECIFICATIONS

### ENGINE

Valve-in-head V8, 283-cubic-inch displacement, 3.88" bore x 3.0" stroke, 9.5 to 1 compression ratio. 220 h.p. at 4800 r.p.m. with 4-barrel carburetor. 245 h.p. at 5000 r.p.m. with twin 4-barrel carburetion.\* 250 h.p. at 5000 r.p.m. with Ramjet Fuel Injection system.\* High-lift camshaft, hydraulic valve lifters. Independent operating mechanism for each valve. Cast aluminum rocker covers on optional engines. Buffed aluminum racing-type oil-wetted air cleaners, chrome plated single air cleaner with fuel injection. Five-bearing forged steel crankshaft. Special replaceable-insert main and connecting rod bearings. Full-pressure lubrication system with full-flow oil filter. Full dual exhaust system. Shielded ignition, 12-volt electrical system. Engine precision balanced after assembly.

Maximum performance 283 h.p. at 6200 r.p.m. engine\* available only with close-ratio Synchro-Mesh features Ramjet Fuel Injection system, 10.5 to 1 compression ratio, competition-type camshaft, and high-speed valve system with special valve springs, spring dampers, and mechanical valve lifters.

### TRANSMISSION

Choice of special 3-speed close-ratio Synchro-Mesh (2.2:1 low and reverse, 1.31:1 second, 1:1 high) with high-capacity 10-inch semi-centrifugal coil spring clutch, or optional Powerglide special automatic transmission.\* Floor-mounted gear or range selector.

### CHASSIS

*Drive System*—Hotchkiss drive, with unit-balanced tubular propeller shaft and universal joints.

*Rear Axle*—Semi-floating hypoid with single unit banjo housing. Axle ratios: with Powerglide, 3.55:1; with close-ratio Synchro-Mesh 3.70:1. Positraction axle with 3.70:1, 4.11:1, or 4.56:1 ratio optional\* with close-ratio Synchro-Mesh only.

*Frame*—Extra-rigid box girder frame reinforced with "X" member. *Suspension*—Independent coil spring front suspension with ride stabilizer. Outrigger mounted semi-elliptic rear springs. Direct double-acting shock absorbers.

*Steering*—Full anti-friction steering gear with balanced steering linkage, 16:1 overall ratio. Turning diameter (curb to curb), 36.55 feet right, 36.93 feet left.

*Brakes*—Hydraulic 11-inch self-energizing brakes with bonded linings. Mechanical parking brake on rear wheels.

*Wheels and Tires*—Choice of black or white sidewall\* 6.70-15 4-ply tubeless tires. Chrome wheel covers with simulated knock-off hubs.

*Fuel Tank*—16.4-gallon capacity. Filler cap concealed in left fender.

### EXTERIOR FEATURES

Glass-fibre-reinforced plastic body with sculptured side panels. High quality polished lacquer finish. Front hinged hood with inside latch release and automatic support. Large luggage locker with spare wheel well under floor, concealed top well behind seats. Dual exhaust ports. Chrome-bound windshield. Large screened cowl ventilator. Manually operated fabric top or lightweight easily removable plastic hardtop. Power-operating mechanism optional\* with fabric top.

### INTERIOR FEATURES

Foam rubber padded, all-vinyl trimmed bucket seats, individually adjustable with safety belt\* and shoulder harness.\* Wide doors with built-in arm rest, pushbutton door handle, key lock, inside door release. Choice of crank-operated or power\* window lifts. Ash tray and glove compartment between seats; simulated roll on instrument panel and doors, rubber-backed carpeting, metal door kick panels, sills, and step plates. Competition-type steering wheel with three spring steel spokes. Speedometer, tachometer, ammeter, fuel level, oil pressure, and coolant temperature gauges. Signal-seeking transistorized radio,\* heater,\* directional signals, electric clock, cigarette lighter, outside and inside rear-view mirror, dual electric windshield wipers, windshield washer.\*

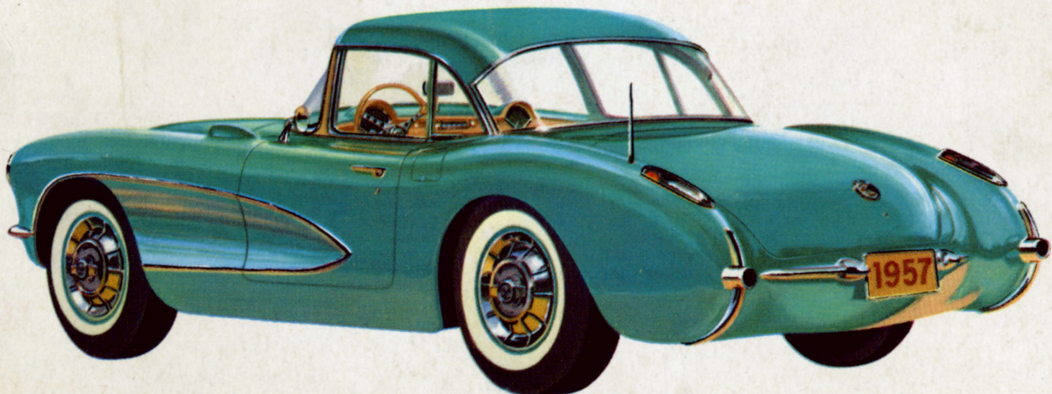
### COLORS

The 1957 Corvette is available in your choice of six solid exterior colors or six two-tone combinations with color-keyed interior and matching or contrasting top.

### DIMENSIONS

Wheelbase, 102". Length, 168". Overall height: top down, 49.2"; convertible top, 51.1"; hardtop, 51". Height at door, 33". Road clearance, 5.8". Width, 70.5". Tread, 57" front, 59" rear.

\*Optional at extra cost.



## AMERICA'S ONLY TRUE SPORTS CAR