

SPACE AGE STAR

OCTOBER 2016

SWEET, SMOOTH and SASSY



THIS MONTH: 1957 CHEVROLET 60TH ANNIVERSARY CELEBRATION, HERSHEY IS HERE AGAIN, RESTORATION SAGA CONTINUED, ENGINEERING FEATURES BOOKLETS EXPLAINED.



ANTIQUÉ AUTOMOBILE CLUB
of AMERICA

Editor's Notes:

Before we get to the fun stuff, I'm forwarding a communication I received from Jack Armstrong, AACA's Vice President for legislation.

**Federal & State Regulations
Regarding Ownership & Use
of Antique Automobiles**

To: AACA Region Presidents
Every AACA Region needs to have a Legislative Affairs Officer who is interested in and capable of learning and following legislative issues important to AACA members. If Chapters exist in the Region, then a determination needs to be made if the Chapter(s) need to also have an LA Officer.

Items often impacted by legislative actions are fuels, taxes on sales and/or purchases, bills of sale, registrations, inspections and titles.

Frequently it is important that LA Officers attend hearings in their state and initiate letters and calls to appropriate legislators.

Background information on all issues is available thru SEMA which is a very effective government affairs organization with a history of working closely and effectively with AACA.

Our contact is Colby Martin (ColbyM@sema.org), SEMA Action Network Director. Each Region President and LA Officer needs to email him to get on his distribution list of issues!!

Thanks,
Jack Armstrong
AACA Vice President - Legislation

I'm asking for a volunteer to be our region's LA officer. Please contact me if you're interested.

We'll have our annual region meeting at Hershey on Thursday, October 6, at two p.m. The region flea market space is in the Red Field North, space RNI86. The TP Tools tent is at the end of this row. Also, look for light pole 12.

The meeting is very informal. There's no pressing business to discuss, but since a main reason to attend Hershey is the social aspect, it's fun to see everyone and say hello. If you can't make the meeting, feel free to drop by the space any time during the flea market. I hope to see you there.

This month we're celebrating the 1957 Chevrolet's 60th anniversary. I found some great introductory material for these cars and have presented it throughout the article. I've included the second installment of Ken Michaels' "Truth About Restoration" series since it's the story of his 1957 210 two-door sedan.

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1957 CHEVROLET 60TH ANNIVERSARY

BY RUSSELL HEIM



When the 1957 Chevrolets were introduced, it's unlikely that anyone expected them to become cultural icons and prized collector cars. What makes 1957 Chevrolets stand out compared to other collector cars of the late 1950's? I have a few theories about this.

First, these cars were very well designed and packaged. Their styling looks unified as there are no awkward "add-on" fins or lights.

Second, Chevrolet dove into the deep end of the performance pool in 1957. The new 283 cubic-inch V8 gave these cars a well-deserved image as formidable street performers.

Third, and most important, is quality. Chevrolet's main competitors, Ford and Plymouth had all-new styling in 1957 (Chevrolet's styling was a facelift from 1956), but both makes were plagued with quality issues. 1957 Plymouths suffered from poor quality

control and early rusting. There's a joke that 1957 Plymouths rusted in the showroom. By 1961 or '62, a 1957 Ford was leaking in the owner's driveway and probably burning oil. 1957 Chevrolets weren't perfect, but they didn't have the issues that Ford and Plymouth did. Despite being outsold by Ford in 1957, more 1957 Chevrolets survived to become collector cars.

Enough theorizing, here's how Chevrolet presented their 1957 offerings to the public.

The sales brochure proclaimed, "Going Places In A Glamorous New Way." The sales pitch continued, "The '57 Chevy goes 'em all one better - with exciting new looks...zippy new power...luxurious new interiors...revolutionary new Turboglide, the newest, smoothest thing in automatic drives and famous Powerglide, proven by billions of miles."

That wasn't all. There were "New high fashion colors...choice of V8 or Six, with new engines giving high compression horsepower! But that's not all! Now, for the first time, Chevrolet announces Fuel Injection! This major engineering development entirely eliminates the carburetor." All this added up to "A great new feel at the wheel - with new performance, economy and smoothness for greater motoring pleasure in your '57 Chevrolet."

Internally, the 1957 *Engineering Features* booklet celebrated the new car's virtues, stating: "The 1957 passenger car incorporates many far-reaching new features designed to keep

Chevrolet at the forefront of contemporary passenger cars in performance, styling and roadability."

Important mechanical changes were described as: "Larger engines, revolutionary new fuel injection, a new automatic transmission and extensive chassis revisions." Regarding the styling: "Every detail is styled for a longer, lower silhouette, to emphasize the luxurious appearance usually associated with higher priced lines. Bumpers and grille are entirely new, setting the styling keynote of an integrated appearance."



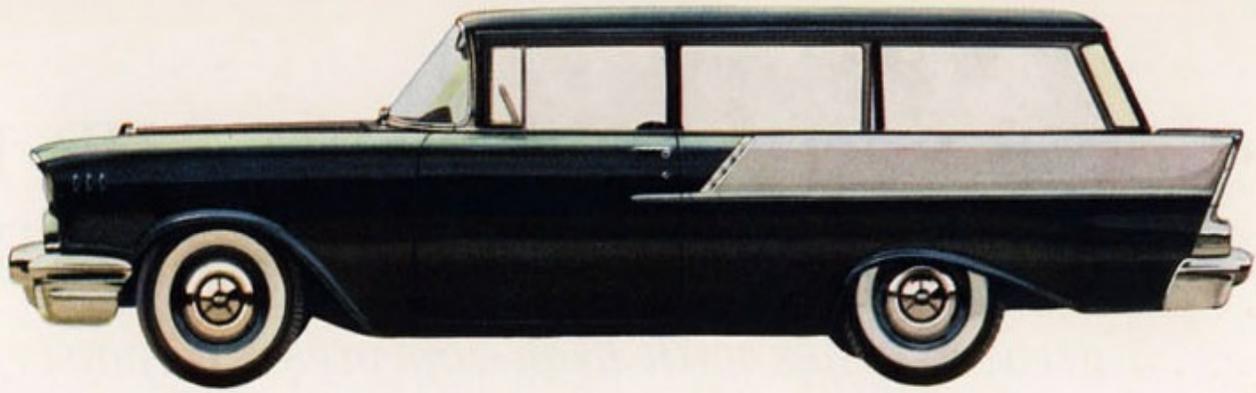
This illustration is from the sales brochure. Notice the difference in the rear quarter panel trim from the Two-Ten production models.



This publicity photo for a Two-Ten sport sedan shows the rear quarter trim as it appeared on production cars.

Here are some highlights of the 1957 models as presented by Chevrolet:

- All models were carried over from 1956 except for the nine-passenger Bel Air wagon
- Seven Bel Air Models: Two-door sedan, four-door sedan, sport coupe, sport sedan, convertible, Nomad and six-passenger wagon.
- Eight 210 Models: Two-door sedan, two-door club coupe (Delray), four-door sedan, sport coupe, sport sedan, two-door six-passenger wagon, four-door six-passenger wagon and four-door nine-passenger wagon.
- Four 150 Models: Two-door sedan, four-door sedan, utility sedan and two-door six-passenger wagon.
- Sedans and coupes were 2.5 inches longer than 1956. Overall vehicle height was reduced slightly.
- Wheels and tires were changed to 14 inches versus 15 inches in 1956.
- The hood was lower and flatter, and the new cars were 1.5 inches lower at the cowl than 1956.
- Headlights were spaced 1.3 inches further apart in 1957. There was a new air intake for the body ventilation system above the headlights. *Engineering Features* claimed this system increased air flow to the passenger compartment by 22 percent.
- They improved the chassis for 1957 to give the cars a softer ride, improved handling and better braking.
- They used lower pressure tires, decreased the unsprung weight, used new front and rear springs and improved the shock absorber valving.



the **“ONE-FIFTY”** HANDYMAN 2-door 6-passenger station wagon

SHOWN IN ONYX BLACK AND INDIA IVORY

Interior improvements included a larger windshield for better forward visibility, redesigned front seat backrests for a more slender appearance and greater passenger comfort, and a redesigned instrument panel.

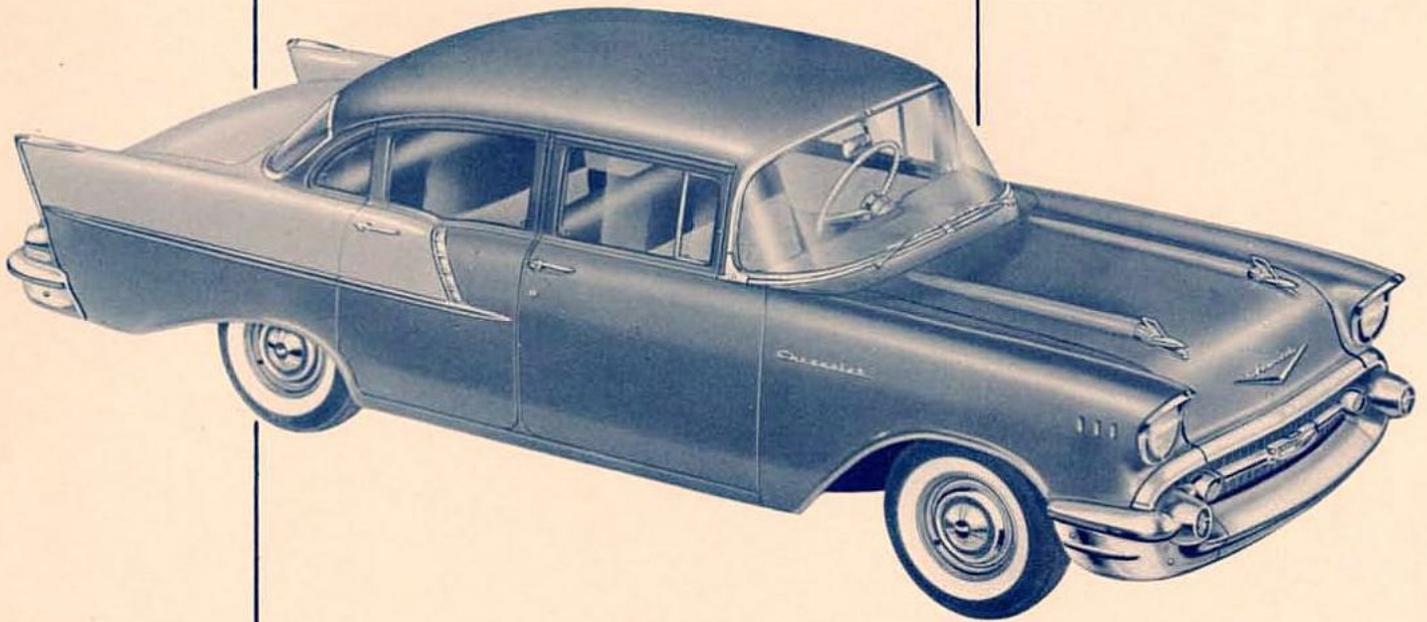
Corvette received no restyling, however the exciting new engine choices added to the car’s growing legend as the United States’ only true sports car.

The classic styling, outstanding performance, and the first production engine to produce one horsepower per cubic inch added up to a second place finish in the sales race for Chevrolet in 1957. In the six decades since then, these cars have finished first in the hearts of hobbyists. I hope you enjoyed this brief look back at these wonderful cars.

ENGINE	EQUIPMENT	COMPRESSION RATIO	GROSS HORSEPOWER	GROSS TORQUE (lb.ft.)
Blue Flame 235 Six Cylinder	Single-Bbl. Carburetor	8.0:1	140 at 4200 rpm	210 at 2400 rpm
Turbo-Fire 265 V-8	2-Barrel Carburetor	8.0:1	162 at 4400 rpm	257 at 2400 rpm
Turbo-Fire 283 V-8	2-Barrel Carburetor	8.5:1	185 at 4600 rpm	275 at 2400 rpm
Super Turbo-Fire 283 V-8	4-Barrel Carburetor Dual Exhaust	9.5:1	220 at 4800 rpm	300 at 3000 rpm
High Performance "Corvette" 283 V-8	Dual 4-Bbl. Carb. Dual Exhaust	9.5:1	245 at 5000 rpm	300 at 3800 rpm
	Fuel Injection Dual Exhaust	9.5:1	250 at 5000 rpm	305 at 3800 rpm
	Dual 4-Bbl. Carb. Competition Camshaft Dual Exhaust	9.5:1	270 at 6000 rpm	285 at 4200 rpm
	Fuel Injection Competition Camshaft Dual Exhaust	10.5:1	283 at 6200 rpm	290 at 4400 rpm

SERIES 1500 SUMMARY

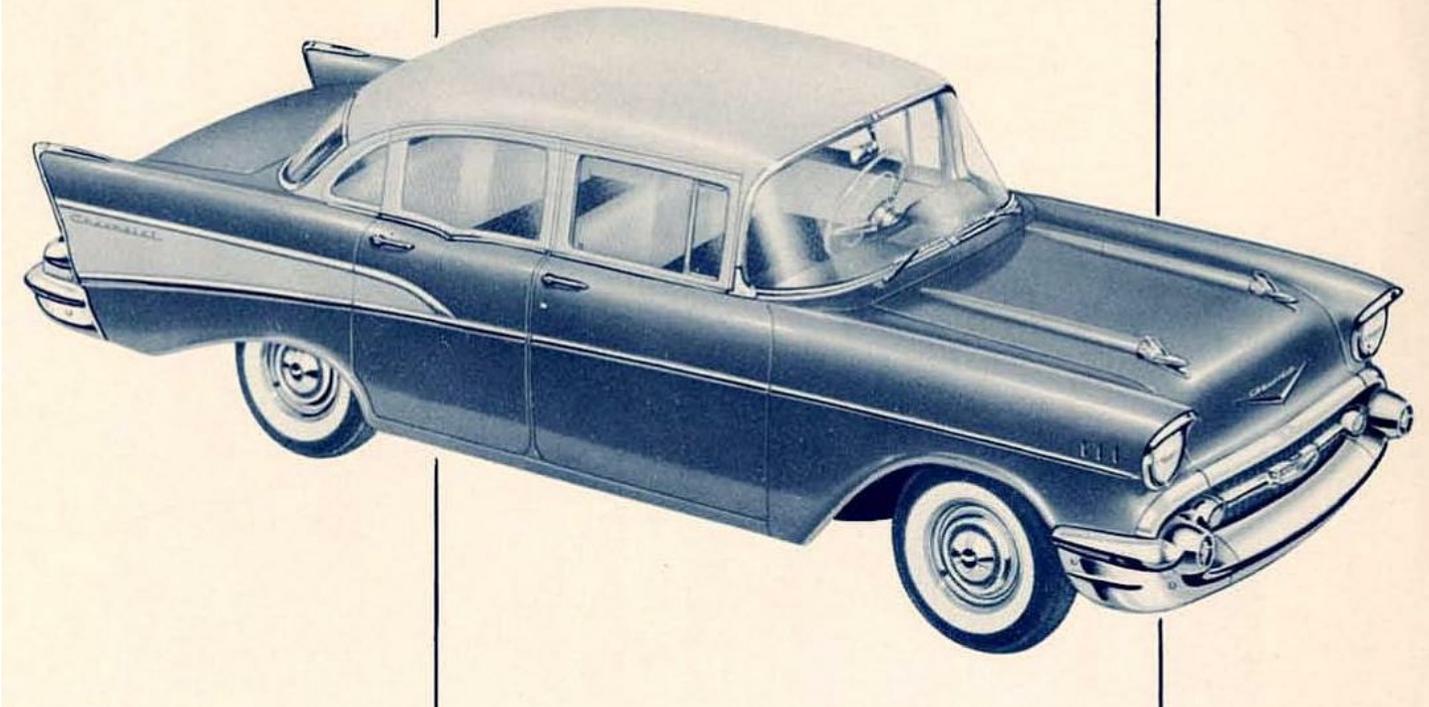
Models of the 1500 series, the economy vehicles of the Chevrolet line, display a quality appearance usually associated with higher priced cars. The new rear quarter moldings provide a note of distinction for all four models, and the bright metal windshield and rear window reveal moldings are included in the exterior ornamentation.



Summary page for the One-Fifty series from the 1957 *Engineering Features* booklet.

SERIES 2100 SUMMARY

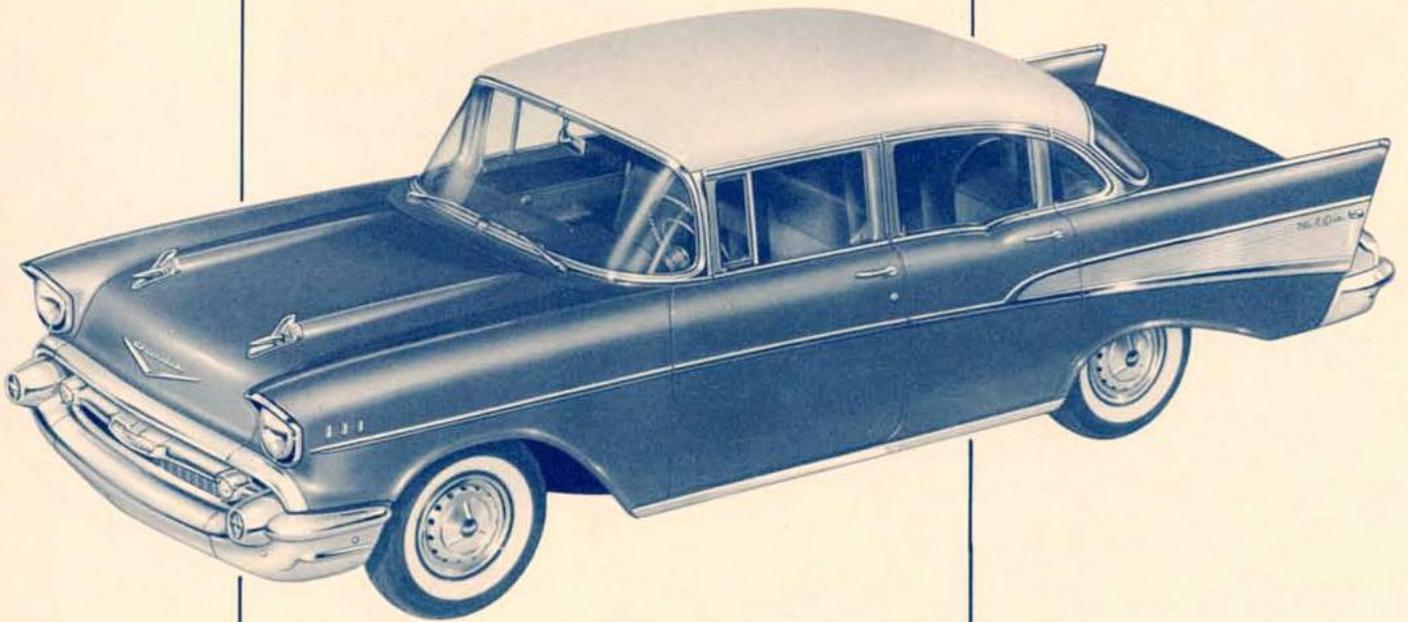
A versatile group of eight models comprises the 2100 series. Each model is distinguished by the single lance molding sweeping along the entire length of the vehicle and the Chevrolet nameplate and wing molding on the rear fender. Other items of exterior ornamentation include new hub caps, bumpers, grille, as well as identification emblems.



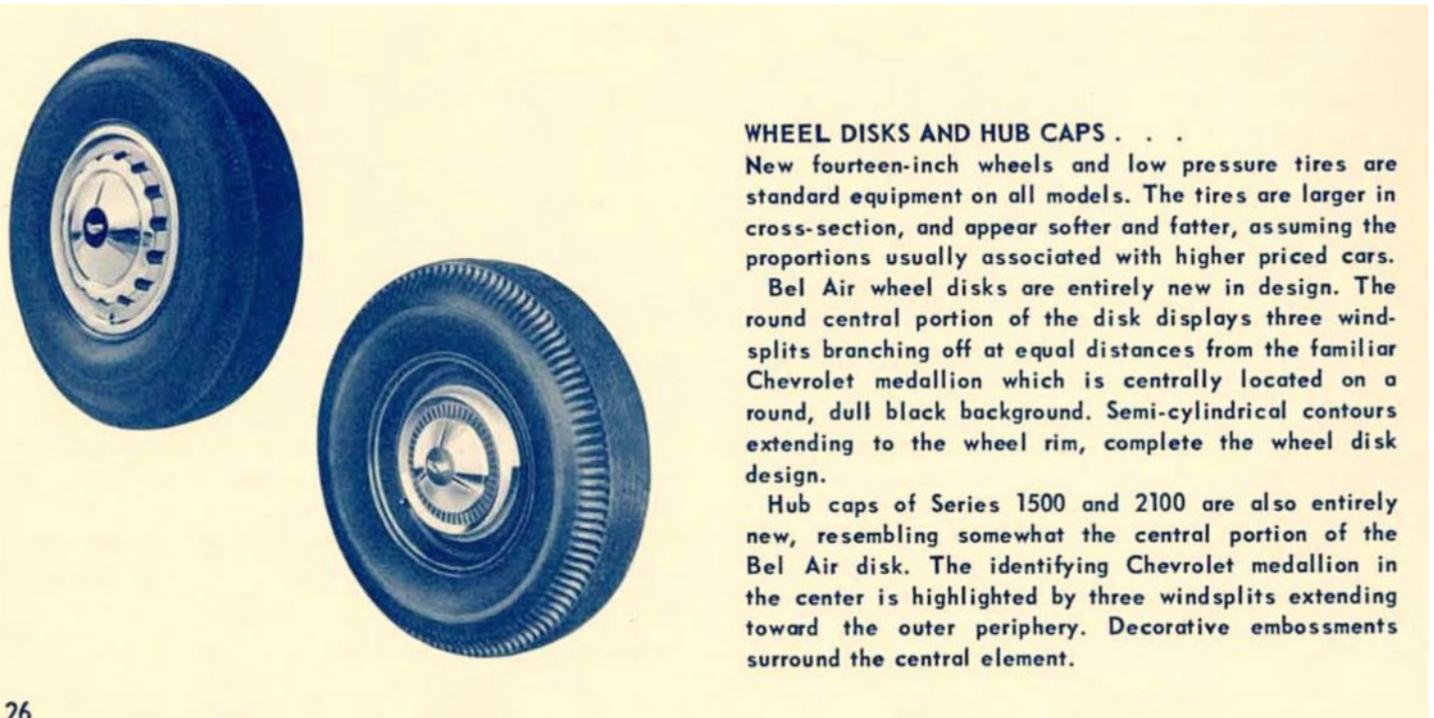
Series Two-Ten summary from the 1957 *Engineering Features* booklet. Once again, notice the production style rear quarter panel side trim.

SERIES 2400 SUMMARY

With the new integrated appearance and a skillful use of exterior ornamentation, which includes subtle touches of gold, Bel Air models for 1957 are outstanding examples of luxury in good taste. All components emphasize massiveness, width and vehicle length, and contribute to the luxurious appearance of the 1957 Chevrolet.



Bel Air's summary page in the *Engineering Features* booklet used the internal series designation.



WHEEL DISKS AND HUB CAPS . . .

New fourteen-inch wheels and low pressure tires are standard equipment on all models. The tires are larger in cross-section, and appear softer and fatter, assuming the proportions usually associated with higher priced cars.

Bel Air wheel disks are entirely new in design. The round central portion of the disk displays three wind-splits branching off at equal distances from the familiar Chevrolet medallion which is centrally located on a round, dull black background. Semi-cylindrical contours extending to the wheel rim, complete the wheel disk design.

Hub caps of Series 1500 and 2100 are also entirely new, resembling somewhat the central portion of the Bel Air disk. The identifying Chevrolet medallion in the center is highlighted by three windsplits extending toward the outer periphery. Decorative embossments surround the central element.

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A longer, lower and wider look, in addition to luxury car proportions, were the reasons for the switch to 14-inch tires and wheels. Illustration from 1957 *Engineering Features*.

the **CORVETTE**

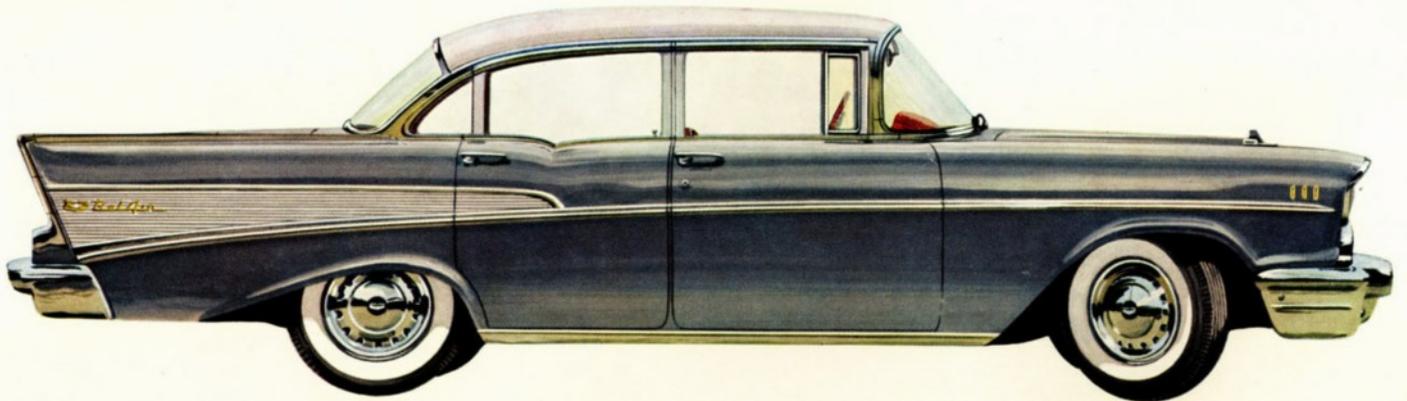
SHOWN IN ONYX BLACK AND SILVER

With the announcement of the '57 Corvette, Chevrolet unveils its new sports car V8 engine with fuel injection, the most advanced performance feature ever offered on an American production engine. Fuel injection is revolutionary. It does entirely away with the carburetor and makes greater useable power a wonderful reality. Accelerator response is instantaneous! And there are other high-powered, high-compression V8's too! In looks, the '57 Corvette magnificently combines the classic with the new. It reflects sports car styling tradition, yet is as far advanced in convenience and luxury as it is in power. Roll-up windows, for instance, and a choice of tops. Colors? They're beautiful, with six solids and six two-tones to choose from.

Corvette looms large in the performance legend of 1957 Chevrolet products, despite accounting for only 6,246 out of 1,515,177 cars sold.

the **BEL AIR** 4-door sedan

SHOWN IN IMPERIAL IVORY AND INCA SILVER



Each of this trio of roomy sedans has its own new look of distinction and individual two-tone interiors. Note the high-fashion appeal of this sedan above with its gold-anodized aluminum fender louvers, full-disc wheel covers and rakish sweep of chrome. Here is styling elegance comparable to the costliest cars in all but price! In all models, even the driver's view is new—up to 75 square inches more glass area.

Sales brochure illustration for the Bel Air four-door sedan.



Bel Air sport coupe publicity photo.

THE TRUTH ABOUT RESTORATION - PART TWO - BY KEN MICHAELS

If you recall, in last month's article I had stars in my eyes, love in my heart and smoke in my lungs because of one 1957 Chevy 210.

It was time to dive in, don't think, just go. Had I thought about it, I would have put this now running classic back on ebay for a profit. But remember, I'm not that smart. So into the garage we went. It was December 7, 2011, 70 year anniversary of Pearl Harbor and the last thing I wanted was any surprises. Off came the hood, the V8 emblem on the six-cylinder car was the first clue I ignored. Then came the radiator and support again ignoring what would be later known as clue number two. Left and right front fenders, one had the minimal amount of rot while the other side was irreparable, clue number three. This almost got my attention. Finally, clue number four hit me like a bus. The forward part of the right side frame had been repaired. This car was in a serious accident. Now that I was awake I was looking for more clues. A '57 Chevy has slotted tabs that hold the heater core in place. These were obviously straightened and reused. An unexplained indent in the fire wall, possibly from a fender or hood being slammed into it or an imprint from a tool used in the repair. Too late to stop now, I was on a roll, whatever I found, I would fix it.

The plan was to build this car as a full restoration with correct numbers matching drive-line. I toyed with the idea of dropping in a correct "Duntov 283". I searched the Internet and came up empty. I decided I would rebuild the six. I mean, how hard can it be. I've rebuilt plenty of small blocks in my day. Why I'll bet this baby only needs to be honed and refitted with new rings, bearings and valves. Heh heh

heh. I stripped the engine down and brought it to my local and very reputable machine shop. A week later I got the news, .30 over bore, new cam and lifters, boil and clean, new freeze out plugs, cut crank, new bearings and a valve job to accept unleaded fuelTWENTY-THREE HUNDRED BUCKS. This included the assembly of the short block. Just for the record, this is a good price. I looked on line one more time for the elusive Duntov 283 and found none. I gave the machine shop the green light. Six weeks went by before my motor was done, so in the mean time I began some other work.

Both doors were rot free. One had a crease in it, that went to a local body shop to be repaired. The other was perfect. I stripped the interior. There was one good size rot hole in the floor and some smaller patch work to be done as well as floor supports and mounts. This I all welded in myself. Now this doesn't seem like a big deal to most of you, but remember I am nearly sixty at the time and have no lift. Both quarter panels needed reworking, which I promise you will read about later, but for now let it be known that at the time full quarter panels for '57 two-door sedans were not reproduced.

Each time the car had to be moved I rolled it out and winched it back in. I especially appreciated how my wife would wait for the car to be outside for her to find me some task that had to be done right now. I am reminded of a story in one of the antique car mags about a guy who bought a 1956 Eldorado convertible to restore. In the story he tells how his wife didn't want the car sitting around for years while he dawdled through the restoration. She told him "If you buy this car you had better get out there and get it done." Where is this woman and does she

The Truth About Restoration ... continued

she have a sister? The only way my wife will even ride in an old Chevy is when we have to take the truck to Home Depot.

I got quite a bit done while waiting for my engine, although nothing compared to the superstars on the Speed Channel who can get a car fully restored in 59 minutes with commercials. I returned from the machine shop and backed my truck in to off load the engine all the time thinking how smart I was to go with the original six. I mean after all the elusive 283 would have meant I change the radiator support and the radiator and the bell housing.

That night I did my usual surfing on the Internet and there on Craig's List were the words I dreaded. "Completely rebuilt with receipts one 1957 Chevy 283 \$3,000.00. Islip New York". You can't make this stuff up.

To be continued. Reprinted from the April 2016 Long Island VCCA *Chevrolet*.

CLASSIFIED AD



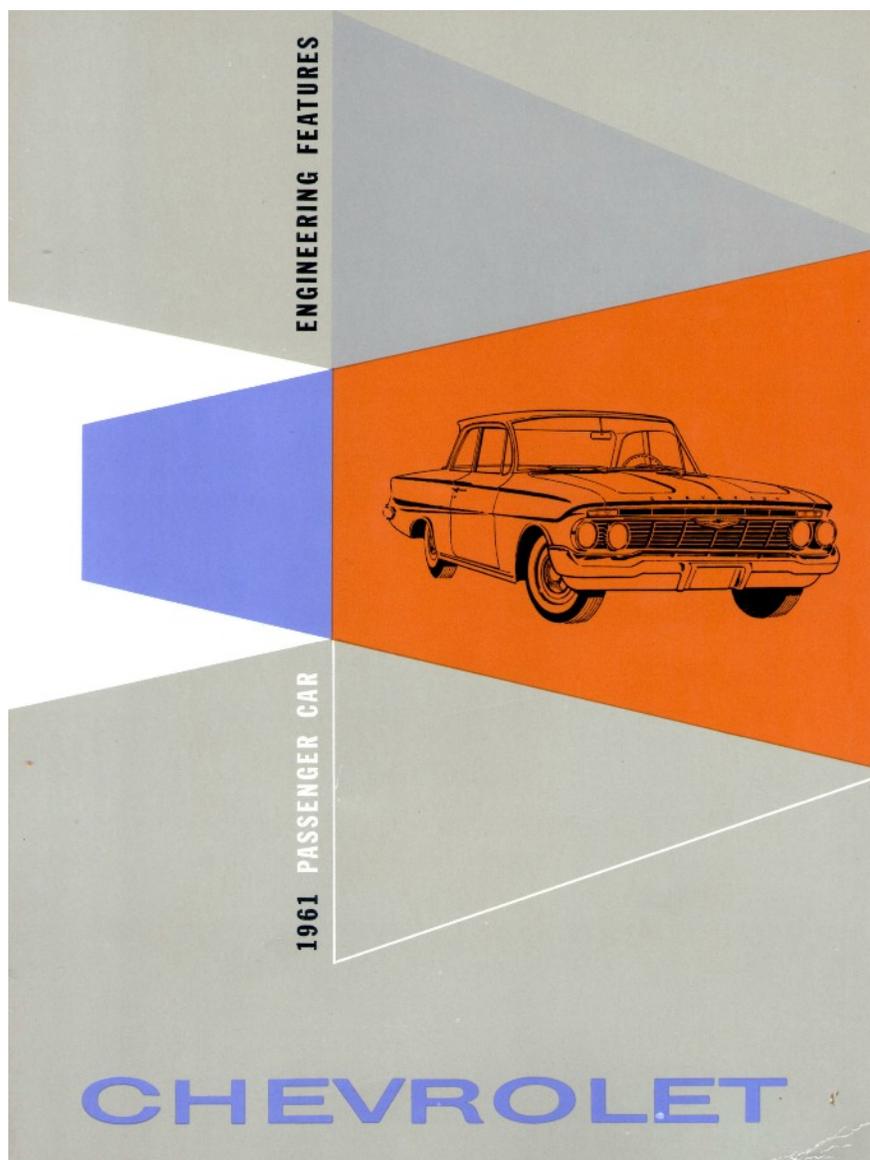
**For Sale: 1957 Chevy 210 2 door sedan. Canyon Coral/India Ivory, 6/stick. Bone stock.
Finished except for interior and trim. \$20K
Call: 631-880-8489 - ask for Ken**

COLLECTING LITERATURE

Engineering Features: Chevrolet issued certain factory literature for internal use only. One such item was the *Engineering Features* booklet produced for each model year. These booklets discuss the features and specifications but in much more technical detail than in the dealer and publicity items. These are usually illustrated in black and white. Details such as model numbers, appearance and mechanical changes, improvements over last year's model, dimensions, and materials used are included. These books are useful if you want to become an expert on a particular car, but they're rare and expensive.

Engineering Features usually covered the entire Chevrolet product line. 1962 was an exception. That year they issued a colorful Chevy II specific *Engineering Features* booklet to help introduce this car. If you own an early Chevy II this booklet is worth seeking.

Regular readers will notice I often refer to *Engineering Features* booklets in the historical articles I write for this newsletter.



CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: DELCOTRON MOUNTING BRACKET REVISION
1962 PASSENGER CAR MODELS

BULLETIN No. DR #516

SECTION VIy

January 26, 1962

TO ALL CHEVROLET DEALERS

A redesigned Delcotron mounting bracket recently entered 1962 passenger car production to improve bracket durability. The new bracket has a 5/16" rear "L" as compared to 1/4" on the early brackets and a machined mounting span dimension for better control of fit.

Mounting bracket usage for service replacement is unaffected by this revision as the truck bracket, 3819421, is released for service. This is the same as the new passenger production bracket except it includes an additional strengthening gusset.

PARTS DATA

Delcotron (5.5") Mounting Bracket-----3819421

Director, Technical Service Department

JCP:jg

1965 Impala Progress Photos

By Russell Heim

In the August newsletter I mentioned that I sent my 1965 Impala sport sedan to be painted. I published a “before” picture and promised to publish “after” pictures when the paint job is complete. I received some “during” pictures from the body shop that I’m sharing here.





The Space Age Star is the official publication of the Space Age Chevrolet Region of the Antique Automobile Club of America. This is a non-geographic region dedicated to the enjoyment, restoration, and history of 1955 and later AACA eligible Chevrolet cars and trucks. We publish the newsletter six times each year.

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