

Born in the 50's the Chevy Corvette

The Work of the Founding Fathers

May 9, 2015 [Neil Patrick, Writer for the Vintage News and enhanced by D Ruby for MI SACC](#)

The public first saw the dream car Chevrolet Corvette in January 17, 1953 when it was introduced at the GM Motorama car show at Waldorf-Astoria in New York. At that event, Corvette was also known as EX-122.

The 1950's Chevrolet Corvettes



[Via](#)
The Chevrolet Corvette is the first All-American sports car manufactured by General Motors (GM). The first generation of these cool cars was born in 1953. There are only 300 hand-built awesome Vettes manufactured by the year it was introduced. The following are images that will surprise you!

The Chevrolet Corvette (1953)



Via: The 1953 Chevrolet Corvette has an exterior Polo white design.



Via 1953 Chevrolet Corvette has an elegant red with white interior theme.



Via *The Blue Flame Six was the first engine of the 1953 Chevy Corvette.*



Via *The construction of 1953 Corvette was hand-built.*



The first Corvettes were produced in Flint, Michigan on June 30, 1953. Only 300 Corvettes were made for the 1953 model year – all Polo White with red interiors.



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Via 1953 GM Motorama



Via In March 14-22, 1953, the Chevy Corvette made the people of Chicago drool at the Chicago Auto Show.

The Chevrolet Corvette (1954)

In 1954 Chevrolet Corvette added new colors from its Polo white exterior color. These colors are Pennant Blue, Sportsman Red and Black. Not only the color has upgraded (for some that doesn't like the Polo White), but also the engine which kicked from 150 to 155. The General Motors (GM) began manufacturing the 1954 Corvette on January 1, 1954 at St. Louis, Missouri. And by the end of the year, they only made 3640 Corvettes.



Via The Pennant Blue 1954 Chevrolet Corvette Convertible.



Via The 1954 Chevrolet Corvette Sportsman Red colored.



Via The Black 1954 Chevrolet Corvette.



Via *The 1954 manufactured Corvette has an optional color. Other than red interior, beige is also available.*

The 1955 CHEVROLET CORVETTE



Don't be deceived by its appearance! The 1955 Chevrolet Corvette may be small but it has greater power than the previous models. Due to public demands, Corvette's V-8 engine was introduced in 1955. Corvette was equipped with a 265-cu. in./195 horsepower V-8 engine and a Powerglide automatic transmission. The 1955 Corvette was really designed for racing!



Via A photo of Noel Park driving his cool 1955 Chevrolet Corvette.



A "Bubbletop" 1955 Corvette:

The Bubbletop was a very unique car accessory for it was only available for Corvette's model '53 to '55.

Via



Via The V-8 Engine of 1955 Corvette.

The Chevrolet Corvette (1956)

Though the 1955 corvette has a compact body, it doesn't show a great difference from the previous models. But the 1956 Chevrolet Corvette introduced a new body design, compact and plenty of pure muscle, optional removable hardtop, and concave side with two-tone option. And it was equipped with standard three-speed manual transmission.



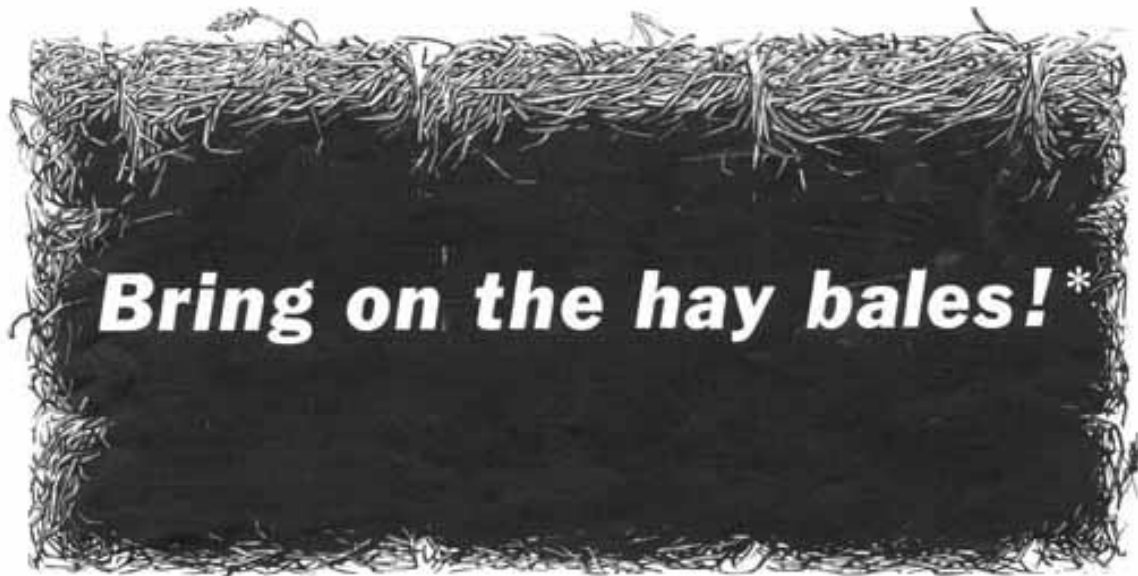
Via



Via

Factory-installed removable hardtops are offered for the first time, and the exterior gets exposed headlamps, sculpted side coves, and roll-up windows. Seatbelts make the scene as a dealer-installed option, and one-hundred and eleven buyers drop \$188.30 on a high-lift cam (order code: RPO #449). Head

Corvette engineer (and future legend) Zora Arkus Duntov tells the brass to go racing, but his pleas for a racing program fall on deaf corporate ears. Two four-barrel carbs enhance the 265-cubic-inch (4.3-liter) V-8, and our own Karl Ludvigsen (back when we were known as *Sports Cars Illustrated*) deems the '56 credible: "Without qualification, General Motors is now building a sports car."



The new Corvette, piloted by Betty Skelton, has established a new record for American sports cars at Daytona Beach.

But that's only the start.

Corvette owners may enter other big racing tests in the months ahead — tests that may carry America's blue-and-white colors into several of the most important European competitions. We won't venture even a modest prediction of results, but for the first time in all too long, an entry designed by an American mass producer really qualifies for the hay-bale-lined road.

There's a lot of satisfaction to be had in owning a car that travels in such fast company and still offers Corvette's style, comfort and ease of maintenance. Your Chevy dealer should have one soon. See it! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

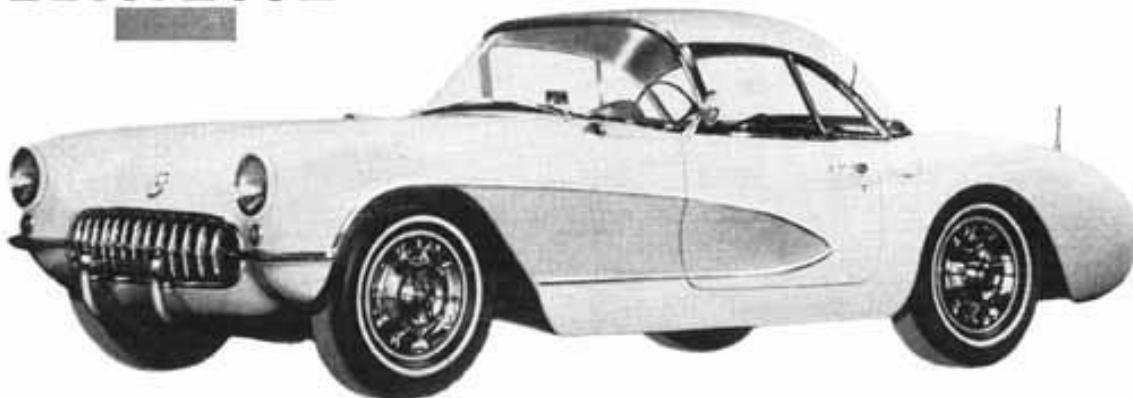
*From feature article on Corvette — *Sports Illustrated*, pg. 18, Jan. 16, '56

NEW FEATURES

Convertible fabric top. Plastic hardtop or power-operated fabric top at extra cost. Roll-up windows. 210-h.p. V8 engine with 4-jet carburetor. 225-h.p. V8 engine with dual 4-jet carburetion, extra cost. Three-speed close-ratio "stick" shift or Powerglide automatic transmission at extra cost.

. . . And many other power, styling and convenience improvements.

CORVETTE



Via An ad on the 1956 Corvette. "Bring on the hay bales!"

The Chevrolet Corvette (1957)

Physically, the 1957 Corvette is almost identical (actually the T-3 headlights and the lack of a rear-view mirror adjustment knob are the only differences) to the '56 model. However, engine performance increased to 283 cu in (4.6 L) with optional fuel injection, and a four-speed manual transmission. An optional column-mounted tach makes its first appearance on fuelie Vettes. It has a surprising powerful muscle that produced 283 horsepower!



Via A Black '57 Chevy Corvette showing its muscle. Love this vintage car!



The 1957 fuel injection 283 cu. in./283HP. The engine that allowed Corvette to be competitive on the track.

Rare options:

RPO 579 A (250HP-182), B (283HP- 713), C (250HP-102), E (283HP-43) Fuel injection (1040 buyers),

Four-speed manual transmission (664 buyers),

15" x 5.5" wheels (51 RPO 684 heavy-duty racing suspension (51 buyers),

Power windows (379 buyers).

Positraction 3.70:1 (327 buyers); 4.11:1 (1772 buyers)

The Chevrolet Corvette (1958)



A redesigned louvered hood, dual headlights, two chrome bars on trunk and 160-mph speedo appears for 1958, while 1961 marks the aluminum radiator becomes the standard. That year's mild styling tweaks mean the exhaust no longer exits through the bodywork. The

engine grows to 327 cubic inches (5.4 liters) in 1962, which was also the last year for the **solid rear axle** and (until the C6) exposed headlamps.

