

1957 CHEVROLET
210

\$41,995



STOCK:
2488-DFW (R)

ENGINE SIZE:
350 V8

TRANSMISSION TYPE:
3 Speed Automatic

BODY COLOR:
Turquoise

INTERIOR COLOR:
Black

MILES:
8,837 (Since Built)

LOCATION:
Appointment Only



ESTIMATED MONTHLY PAYMENT

\$384.90

(based on 20% down over 120 months)

We love classic cars not just for what they do, but also for what they mean to us. They're rolling examples of history that can not only transport you down the road, but to another era entirely. Memorialized in song by artists like Eric Clapton as well as in a long list of movies, the '57 Chevy is an inextricable part of American culture and this 210 represents a rare chance to own an example of that almost mythical part of Americana.

The turquoise exterior really works on this car. It provides a nice backdrop for the extensive chrome ornamentation, ample grill and bumpers that so distinguished the Chevys of this era. Broad swaths of that chrome run from front to back, culminating in the elaborate trim work fanning out to the tail end. It's a color/chrome combination that confers a sort of "ready to be cruised" vibe and you can easily picture this '57 occupying its exalted place on the boulevard, being admired by pedestrians and fellow motorists alike. Its inclined stance - enough to show it means business, but not so much as to look unwieldy - reinforces that notion. Chrome played a big part in the styling of this Chevy and, from the trim work to the bumpers, it's shown off to great effect here, culminating in the distinctive badging with the Chevy bowtie occupying the trunk lid. From front to back, a good amount of care has been used to put everything back together, as evidenced by the uniform gaps you'll see from front to back. The ample proportions, the tailfins and ESPECIALLY the distinctive rockets on the hood of this Chevy stand as a testament to the sense of optimism of its time. Sure, we hadn't gone to space just yet, but we were on the verge, and this car seemed to point the way there.

Inside, the vinyl black and turquoise upholstery of the front and rear bench seats ably mirrors the styling of the exterior. It's a color combination that's got plenty of flash, but it's tasteful and period-appropriate flash, and your first thoughts are likely to center around being the driver seated inside - gripping that Grant GT steering wheel - and not just an admirer gazing in from the outside. It's an interior that retains its original styling, augmented by a few well-chosen upgrades in a nod to modern convenience and performance. The sloping, still stock 210 dash is in good shape and the addition of aftermarket voltage and oil pressure gauges will help you keep tabs on the vitals as you enjoy your cruising time. The upholstery of the door panels is in good shape and nicely matches the look of the seats. The black carpet is unspoiled and sits nice and flush, capped off by rubber matting that doesn't seem to have seen much in the way of foot traffic.

The drivetrain further underscores that this is a car meant to be driven. The fresh 350 V8 sports a set of aluminum heads, an aluminum intake and sits just behind an amply sized aluminum radiator to keep things nice and cool. Upgraded spark plug wires and an Edelbrock fuel pump have been added to improve performance to a level documented by the included build sheets and dyno readings. It's a powerplant that fires up easily and has a nice sound to it: deep without too much lope. It's paired to a 3-speed automatic transmission you'll operate in appropriate classic style with the B&M shifter. The engine compartment is tidy and well organized and has ample proportions that provide plenty of space to really set off the look of the components. The added power front disc brakes will make stopping easier, a nice convenience for a fairly substantial car. This classic sits on a set of Cragar rims, always a great choice, wrapped in blackwall radials.

Here's a chance to own a freshly restored classic with less than 9,000 miles under its proverbial belt since being rebuilt - a classic that's not only a big part of automotive folklore, but of American folklore, as well. Call today!


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