
My 57' Chevy **By Larry Linder**

I built this car from a blue / white two door hardtop that was a 250 Hp FI power glide - could you guess what it would bring today.

I took of the FI unit and power slip and put in the trash. Bored the block to 4.0 inches that gave me 301.75 CU. Pop up pistons for 13 : 1 CR., balanced, Corvette "461" heads, Duntov cam, solids, bigger valves, and wide ratio Muncie four speed, Hurst shifter, 3 row radiator core, 3:73 gears for driving to from College / work / home and a 4:88 for week end use.

To feed the engine, I added dual fours with Olds carbs. Chevrolet were 15/16 venturi, Olds were 1 1/4, bigger jets. For breathing, there was large ram horn manifolds, ceramic mufflers - straight threw. custom chrome air filter with ram tubes and very large paper element filter. Custom 10 qt. oil pan with cooling fins and temperature gage bung.

Lowered car 1 " all the way around 6 leaf rear springs, heavy duty front coils, custom front and rear sway bars, Monroe 50/50 heavy-duty shocks, 9.15 X 15

Good year power cushions, dog dish hub caps and 7" wide steel rims.

Brakes were a set of sintered metallic with finned drums. Instrumentation - Sun Tack, five 2.5' SW gages under dash, water temp, oil pressure, oil temp, manifold vacuum, voltmeter, ammeter. with manual choke and



backup light switch, brake light and tail light kill switch. The radio was a wonder bar that worked very well but you couldn't hear it with the engine running.

Paint was a 1962 Chevrolet Nassau blue.

It would out corner a 62 Corvette and run 107 MPH at 7200 RPM in high gear. It would beat a 64 365 hp 327 Corvette by about a 1/2 car in the quarter with 3:73 gears.

One night in a street race I was playing with a big block 66 Chevelle and won. He asked what I was running

and I told him it was a Factory 270 - :)

The only car to give me any trouble was a 401" Buick Nail Head. Too much torque for a little 302.

The next day I started it and the engine went tink, tink, crash. I broke a wrist pin. the piston was wedged sideways in the block and the connecting rod was bent into a S shape. When I took the piston out with a 2X4 and sledge hammer, the lower half of the front side was in pan. The wrist pin was broken in half.

Out came the 301 and in went a factory fresh 1965 365 HP, 327. I then sold the car to some one and never saw it again.

Larry,
Great story,
thanks for
sharing!!!