



1957 Chevrolet Bel Air

Nomad Wagon

MODEL: Bel Air **BODY STYLE:** 2 Door Nomad Wagon **BODY STYLE#:** 57-1037D

WB: 115" **WEIGHT:** 3274 lbs.

ENGINE: 283-cid; OHV-V8, cast iron block/heads 220HP; One 4 barrel carb.; dual exhaust; Bore/Stroke: 3.875x3.00; Compression ratio: 9.5:1 ("Power Pack")

TRANSMISSION: Powerglide cast iron 2-speed automatic, column shifter

DRIVE AXLE: Semi-floating; 1-piece banjo housing

SUSPENSION: Independent coil spring front with A-Arms; parallel semi-elliptic rear suspension

FRAME: Ladder type boxed girder w/ cross members

BODY: Welded Steel w/stamped steel body panels

TIRES/WHEELS: 7.50x14/full wheel covers

ELECTRICAL: 12-volt with generator

COLOR: Turquoise/White Top **INT:** Turquoise vinyl/Black **BASE PRICE:** \$2857

BUILT: 6,103 units



The two-door Nomad differed from other station wagons of the era by having unique styling more reminiscent of a hardtop sedan than that of a standard station wagon. The Nomad is best remembered in its two-door 1955-57 form, and was considered a halo model during its three-year production.

The Nomad's unique design had its roots in a GM Motorama in 1954 as one of Harley Earl's "dream cars." GM approved production of the vehicle if the design could be transferred to its standard model. The 1957 V-8 engine displacement grew to 283 cubic inches from 265 in 1957, with the "Super Turbo Fire V8" option, producing 283 horsepower with the help of continuous fuel injection. These so-called "fuelie" cars are quite rare. While considered to be a milestone vehicle design, General Motors discontinued the original Nomad Sport Wagon at the end of the 1957 model year due to low sales and the introduction of a new body for 1958.