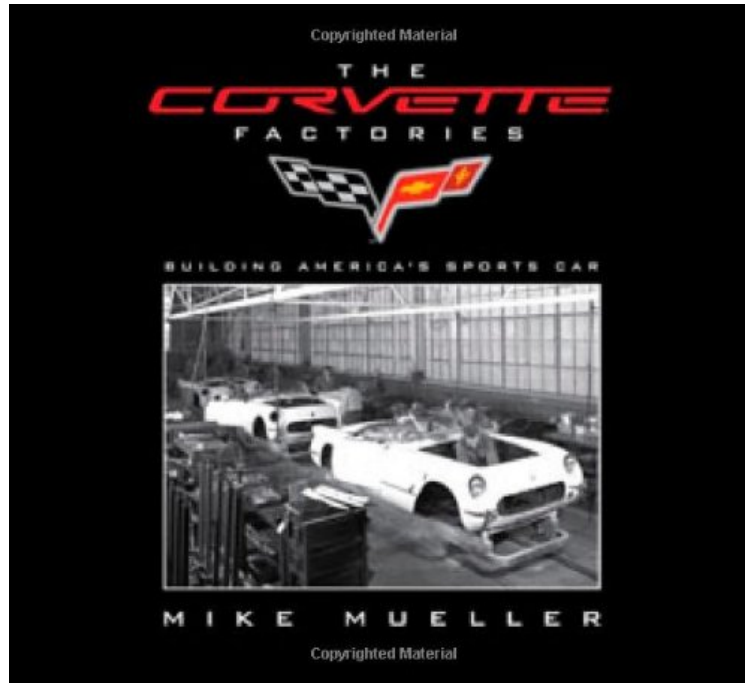


## The Corvette Factories: Building America's Sports Car

Mike Mueller

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**Mike Mueller : The Corvette Factories: Building America's Sports Car** before purchasing it in order to gage whether or not it would be worth my time, and all praised The Corvette Factories: Building America's Sports Car:

1 of 1 people found the following review helpful. Great Corvette HistoryBy JerryHaving managed an RD Lab in Ashtabula Ohio wanted to see if Molded Fiberglass, located in that town, received its due credit for building the first Vette bodies. It did! Great research - found out more than I had known about the early Corvette history. Had a fellow working in the Lab who had worked for Molded Fiberglass and built some of the first bodies. He also built prototypes for several years after.Excellent book. Lots of details regarding construction methods etc.Tried to buy a Vette in 1974 but even having an uncle who managed a Chevy dealership in NJ, who tried to get me one, there were none available with over 37,500 sold that year. This despite the fact that even the 454 had only 270 HP. Had to buy a Datsun 260Z. No regrets, great car once headers and Hitachi SU fixes eliminated the poor pollution controls used at the time! First Vette was whe we moved to SC and I bought an '87 then a '93 40th Anniversary. But none can come close to my current 436 HP LS3 2008 coupe.Recommend the book to Vette lovers as well as those who would love to have one. Even those who turn their nose down to Vette's in favor of European cars can find out how my 2008 weighs only 3200 pounds and the 6 speed gets 28 mpg on the highway!Go Chevy!5 of 5 people found the following review helpful. Excellent source of Corvette historyBy Scott SparkmanI am a Corvette nut. I love everything about the Corvette. This book gives great insight to how the Corvette came into being and how they were made. I've always been fascinated by car assembly plants and how they can turn out so many cars in a relatively short period of time. Now you can see pictures and read comments by the people that were on the line. From the beginning in 1953 to today's Bowling Green Assembly Plant. You'll be fascinated at how these cars come together.The author also gives some great information

about the different generations of Corvette. It's not just about the factories and the assembly lines. I highly recommend this book. 0 of 0 people found the following review helpful. great gift for the corvette fan  
By Customer  
I bought my Dad this book for his Birthday he absolutely loves it! He is the most difficult person in my family to shop for. If he wants something he goes out buys it, if he doesn't have it it's because it's incredibly expensive. When I called him to wish him Happy Birthday he went on on about this book for 20minutes. If you're a Vette enthusiast this book will appease you.

In its nearly six decades, Chevrolet's Corvette--America's only sports car--has been produced in just three factories, first in St. Louis and now in Bowling Green. This book is the first to offer an up-close view of the process of building an automotive legend. From the rudimentary hand-formed fiberglass bodies in the St. Louis factory, to the state of the art production on the modern line in Bowling Green, *The Corvette Factories* takes readers through the story of the Corvette's evolution as the world's performance benchmark. Detailed archival photographs and the latest images provide a unique behind-the-scenes look at the Corvette as an exemplar of General Motors' most advanced technology. Indispensable to Corvette fans and sports car aficionados, this volume is also a critical chapter of automotive history.

From the Inside Flap  
Since its birth in 1953, Chevrolet's Corvette has gone from underpowered, impractical styling exercise to world-class performer. While the engineering and styling behind the car are well-documented, what about how the cars are actually built? Author Mike Mueller delves into the GM Historical Archives to find the answers. First constructed on a small six-car assembly line in a GM facility in Flint, Michigan, Corvette required extensive manual assembly and hand finishing. When regular production moved to St. Louis for the 1954 model year, the process had been streamlined enough to steadily increase production for each successive model year through 1978. By the time discussion of the C4 car had begun, the St. Louis plant was showing its age. Nagging quality issues and a need for additional production capacity necessitated the search for a new assembly plant. Quietly, the search began. A suitable building was located in Bowling Green, Kentucky, and assembly commenced there in 1981, while the St. Louis plant began to wind down. Production shifted entirely to Bowling Green in 1982 and has remained there ever since. *The Corvette Factories* tells the story of each plant and the cars that rolled out their doors. Extensively illustrated with Chevrolet's fascinating period photos, Mike Mueller tells the story like no other auto historian.